January 1, 1958 50 cents

PACIFIC FISHERMAN

The Case for Tuna From Both Sides p5

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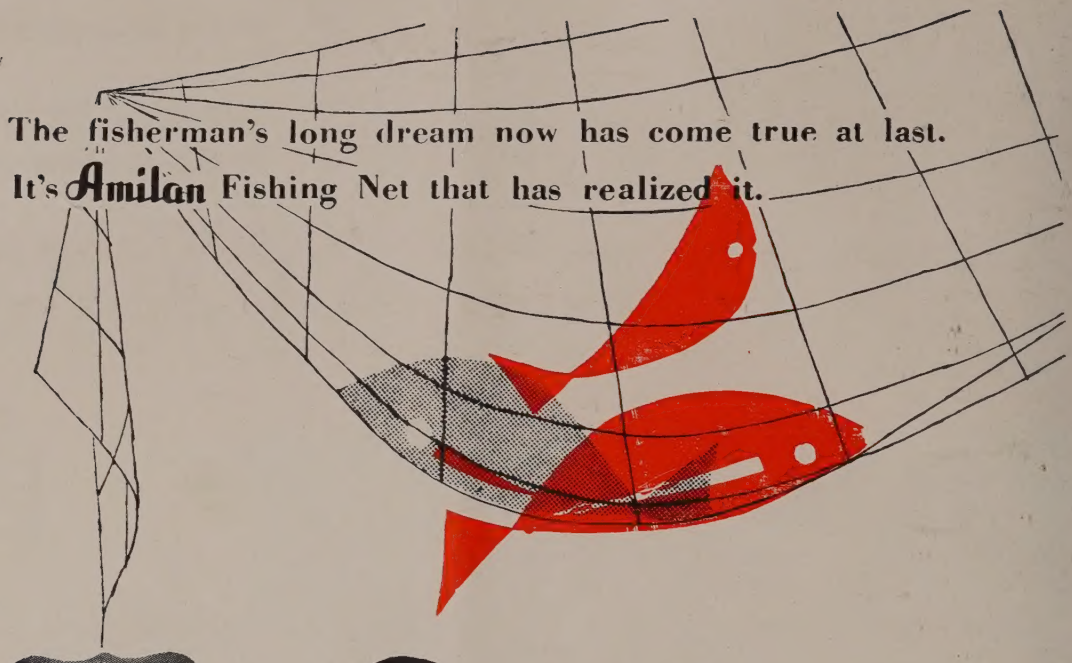

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Our Fifty-Sixth Year— JANUARY 1, 1958
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Fire from the Air Ignites Controversy on the Sea

● Fire from the air off the coast of Chile in December spotlighted before the world the problem of the width of the territorial sea and the rights of fishermen on the high seas.

The United States contends its fishermen may operate anywhere beyond three miles from shore. Chile, along with Peru and Ecuador, claims jurisdiction over fisheries for 200 miles from its coast.

● In December a very large run of Skipjack was found off the coast of Northern Chile, probably by the vessels operating out of the port of Iquiqui. This was further south than American tuna clippers had fished before to any significant degree, but the good fishing on what the United States earnestly contends are the high seas attracted a fleet of 20 or more American clippers from the off-shore banks further north.

These vessels were warned and finally fired upon by Chilean military planes; and subsequently were brought under surveillance by armed surface vessels.

In the crisis Harold Cary, manager of the American Tunaboat Association, flew to Santiago to discuss the problem with the Chilean authorities, evidently seeking an arrangement similar to that granted by Peru. That country permits American vessels to fish bait and tuna in waters claimed by it by registering for a year at a cost of $200 and paying a 100-days fishing permit fee of $12 per net registered ton of the vessel.

The Chilean government apparently preferred a different basis, believed to be an export fee on tuna caught within 200 miles of the coast of Chile. There were press reports that Chile's claims against the fleet would run to $3,000,000.

At presstime of this issue early in January the matter was still unresolved.

● In all the confusion, tension and obscurity these points appear to stand as certainties:

1. The United States cannot abandon its adherence to the doctrine of the narrow territorial seas and the rights of its fishermen to full freedom of the high seas beyond such limits.

2. The Chilean crisis will add emphasis and significance to the Geneva conference this spring, when the nations of the world will seek to harmonize their varied views as to the proper international law of the sea.

3. Compromise will be sought at Geneva between (a) the doctrine of the narrow territorial sea espoused by the United States; (b) the Canadian proposal for extension of sovereignty to 12 miles for control of fisheries, while retaining the three-mile limit for security purposes; (c) recognition of a "special interest" on the part of a coastal state in the fisheries of the seas adjacent to its coast; (d) the extreme claims of Chile, Ecuador and Peru to jurisdiction over the fisheries to 200 miles from their coasts.

Chum Price Reduced

Most definite price change in the canned salmon listings since they were posted late last summer was the decline of $1 in the quotation on 1-lb. Chum talls, summer pack, which at the end of December were marked down from $19 to $18. Fall pack Chums were also repriced to $17, with a few at $16.50.

Shrimp Producers Organize

Shrimp packers of the Pacific Northwest in December formed the West Coast Shrimp Producers Association with Ivar Wendt, Seattle seafood producer and distributor, as chairman and Steve Sarich of the Harbor Seafoods Co. as secretary. His office is at Pier 46, Seattle.

U.S. Fish Jobs Filled

Under promotions and re-assignments announced at the year-end by Arnie J. Suomela, U.S. Commissioner of Fish and Wildlife, Dr. Albert L. Tester, former director of POFI in Hawaii, becomes chief of the Division of Biological Research, replacing Dr. L. A. Walford; Harold E. Crowther becomes chief of the Division of Industrial Research and Services; and Ralph C. Baker heads the Division of Resource Management, with responsibility for Alaska fishery and fur seals and the Columbia River development program.

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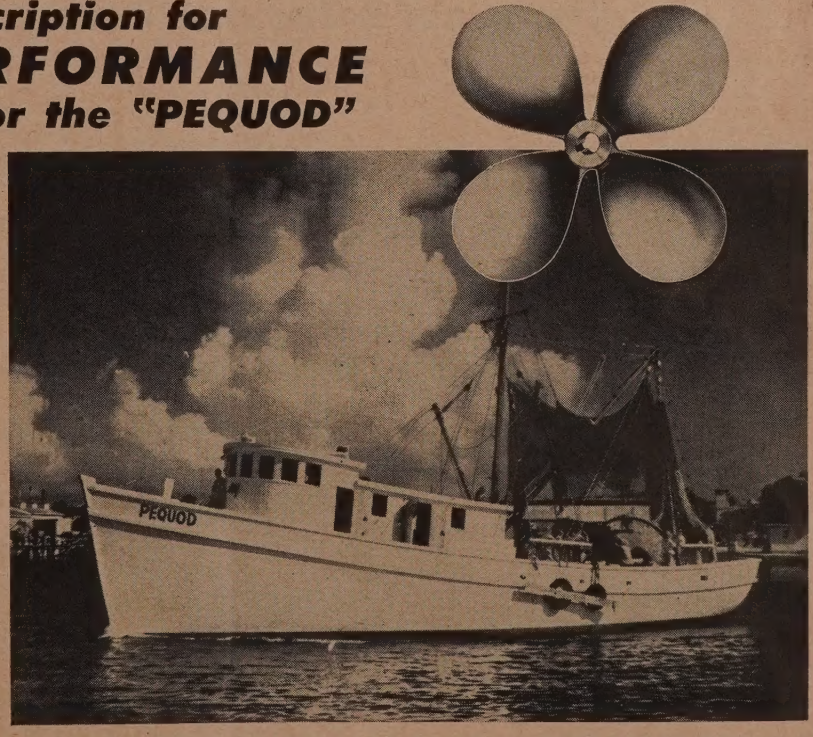

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PACIFIC FISHERMAN January 1, 1958

The Case for Tuna—

As Tariff Commission Heard It

From Spokesmen for Both Sides

• Problems of the American tuna industry in December were brought into focus again before the U. S. Tariff Commission by 27 individuals representing various points of view—and these are indeed varied.

The commission has heard the case before, but in 1957 it had aspects and angles not advocated before, or which the light of events since the last hearing.

To cover the hearing in full requires 600 pages—obviously beyond the scope of this journal. Accordingly, we have condensed the discussion greatly, and into the view of spokesmen who are actual participants in the American industry, and who represent the principal points of view.

Harold F. Cary
American Tunaboat Association

• "Estimates made by our association show that sales of tuna and tuna-like fish reached nearly 11 million cases in 1952 and nearly 14¾ million cases in 1956—an increase in these estimated sales of about 34% in the four-year period.

"Production by domestic producers shows an actual decline (about 10%) in this same period—they have not participated in the market growth.

"At the end of 1952 Japan had 290 tuna fishing boats with an estimated carrying capacity of 60 tons or more. . . . At the end of 1956 there were 596 such boats. . . .

"There has been a significant change in the degree of government control in the tuna business in Japan (since 1953). . . . This has had the effect of bringing competition directly between the Japanese government and our tuna fishing industry—rather than between two industries. . . .

"Dominance and control of the United States tuna market will be the inevitable result as the domestic tuna fishing industry cannot long carry on this unequal struggle of a small industry against a government and its policies.

"This is a summary of the results given first by a comparison of 1957 with the index year of 1950:

1. A decline in domestic tuna production of 26% and a decline in bait boat production of 25%.
2. A decline in bait boat fleet capacity of 12% and in activity 17%.
3. A decline in Yellowfin-Skipjack average prices of 18%.
4. A decline in employment opportunities of 25%.
5. A decline in share earnings of 31%.
6. A decline in net profits of 100% and below to a net loss position.
7. A decline in domestic producers' share of the market of 21%, with 1957 declining further.
8. An increase in basic operating cost elements of 33.7%.
9. An increase in frozen tuna imports adjusted for loins and discs of 335%. An increase in canned tuna imports of 4%, with 1957 imports in both forms running ahead of 1956—an increase in the ratio of frozen forms of imports to domestic catch of 179% — with 1957 running far ahead of 1956. . . .

"The United States government has two basic policy guides, which, if put to use in this tuna case, will afford a means of averting full and final disaster.

"The first of these is United States trade policy which states that it is in the national interest to expand our export-import trade and that in this process, it is equally in the national interest to see that serious injury is not visited upon any branch of domestic labor, industry or agriculture.

"There is every form of evidence of serious injury to the tuna fishing industry because of the import situation. There is inequality of treatment

of the tuna fishing industry compared to the tuna canning industry.

"The second of these is United States fisheries policy which states that our fisheries make valuable contribution to the life of this country and that it is in the public interest that strong, prosperous efficient fishing industries be maintained.

"The tuna fishing industry is a leading fishery and clearly comes under the policy directive. . . ."

T. F. Sandoz
Columbia River Packers Association

● Speaking informally, Mr. Sandoz elaborated a brief which enunciated four major premises in these words:

"(1) No limitation on either tariffs or quotas should be placed upon the importation into this country of frozen tuna in the round for processing by American labor in domestic plants.

"(2) Importation of frozen precooked tuna loins or tuna discs, or any other form of partly processed tuna fish, should be rigidly controlled by application of tariffs sufficient to equalize the labor cost and freight advantage of this material as compared with costs involved in our domestic production.

"(3) Tariff on imports of tuna canned in brine should be equalized with that of tuna canned in oil at a rate that will reasonably reflect the difference in wage standards in our processing plants as compared with those paid in foreign countries. Further, the same tariff rate should apply to any canned tuna fish or bonito coming into this country.

"(4) American tuna canners operating in this country under our national wage and hour standards should be protected from inequitable competition with canned tuna processed in a government-owned cannery in American Samoa. . . .

"Any competent study of our domestic economy and world trade relations will plainly indicate that no quotas or tariffs should be placed upon imports of raw materials into this country for manufacture here. Further, that protective tariffs in general should be limited to reasonable duties on manufactured items designed to offset comparative living standards in the countries of origin.

"Imports of frozen round tuna have been landed in this country at costs at least equal to, but generally higher than, the prices paid for comparable items to domestic fishermen, and hence do not constitute unfair or lower-priced foreign competition.

"The current import duty on canned tuna in brine is not realistic and was not fixed by any consideration of the facts involved, but by inadvertence in the preparation of a tariff agreement with a country which does not export tuna. . . . Tuna in brine is an item directly competitive with canned tuna in oil produced by domestic canners. . . . This competition is injurious to domestic fishermen, processors and labor. . . . The importation of canned tuna in brine should be regulated by a reasonable tariff equal to that now imposed on imports of canned tuna in oil."

Donald P. Loker
Star-Kist Foods, Inc.

● "Our position is based upon the premise that unrestricted imports of frozen and canned tuna have injured and will continue to injure the American tuna fleet as well as the American canner. Our . . . appearance here is to make a forthright statement . . . that we strongly advocate the prompt study and adoption of measures designed to protect the United States tuna fishermen from the detrimental effect of imports. This protection, in our opinion, is both justified and necessary.

"In our considered judgement we feel that a reasonable and flexible quota and/or a just and adequate tariff on the importation of both frozen and canned tuna will go far to relieve, if not completely to solve, the fishermen's problem. We feel that an approach to both the quota and tariff question can and should be made with the confines of reasonableness and flexibility.

"Our views in this matter are not dictated by mere sympathy alone for the American tuna fishermen but more so out of true economic dependence upon them. For 11 years . . . I have appeared here . . . and have hewed to the line on one thing, and that is the protection of an American industry, born, initiated, developed and brought to some modest fruition and modest fruitfulness here in the United States by American people.

". . . I believe very sincerely that Japan has a right to a share of the world market for tuna, just as any other country. In fact, I will go further than that; I believe that Japan has a right to trade in the United States.

"I believe deeply, however, that that trade should be carried on under the auspices of proper protection for the continuation of the American industry.

Charles R. Carry
California Fish Canners Association

● "My testimony will cover only canned tuna. The question of restrictions on imports of raw tuna is highly controversial among the canners and as the representative of the canners association, I am not in a position to discuss it.

"There is one point, however, concerning the domestic tuna fleet that I wish to make and to emphasize most strongly. All Southern California canners are agreed on the absolute necessity of maintaining a healthy, prosperous domestic fleet. All are agreed that an adequate fleet of modern, efficient vessels, skippered by able captains and manned by capable crews is absolutely essential to the survival of a domestic tuna canning industry.

"No one will deny that certain elements within the respective tuna fishing fleets are in serious difficulty. Disagreement arises, however, as to the cause of these difficulties and the appropriate remedies to be applied.

". . . The only reason there is still any tuna canning industry in Southern California and perhaps in the United States is because of the restrictions imposed on the Japanese tuna canning industry by the Japanese government; were it not for Japan's imposition of quotas and check prices there would be no tuna canning industry in Southern California today.

"In 1952 when the membership of the California Fish Canners Association filed the 'escape clause' application the records will show that there were 18 members in the association of which 15 packed tuna. Today in Southern California there are seven tuna packers. . . .

"The disappearance of some eight companies since 1952 through bankruptcy, merger or just plain liquidation . . . is difficult to understand in view of the prosperity this country has been experiencing during the past five years. It is the opinion of our membership that this decrease in the number of firms has been due primarily to the effect of competition from imports of canned tuna.

". . . The trend of the wholesale canned tuna price has been steadily down, whereas the consumer price in-

dex has gradually been upward. . . . There must be a reason for the drastically reduced tuna price. We believe the reason is competition from imports —particularly from imports of low-priced tuna in brine. . . .

". . . The following observations seem to us to be undeniable:

1. Tuna in brine sold in consumer sizes is directly competitive to all types of tuna in oil produced by United States packers.

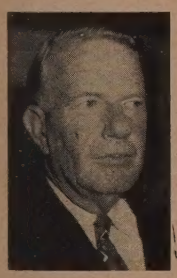
2. The consumer uses tuna in brine in the same manner and for the same purposes as she does in oil.

3. The comparative low price of tuna in brine is the basic reason for consumer acceptance.

4. Tuna in brine has captured practically the entire institutional market.

"The most important potential threat for the future, in addition to unrestricted imports of tuna in brine at low rate of duty, is the continued importation of frozen cooked loins and discs. The destruction of the domestic tuna industry as we presently know it may be expected in a relatively short time unless the practice of importing such items is completely prohibited. This, however, is not within the province of the Tariff Commission, therefore, we urge that your commission recommend to the Congress that a rate of duty be imposed on importations of these products sufficiently high to discourage any further importations. Certainly a rate of 45% ad valorem would not be unreasonable pending our discovery of some appropriate method of having them banned completely."

Montgomery Phister
Van Camp Sea Food Co.



● "The progressive deterioration of the United States fishery and the corresponding expansion of the Japanese fishery, have made it necessary for the canners in the United States not only to increase their purchase of Japanese-caught fish, but actually to be parties to the development of Japanese and other foreign fisheries, lest the United States canner find himself in a position some day where he must depend entirely on foreign-caught fish, because of the final destruction of the United States tuna fleet.

"If this should happen, then every canner in the United States would be competing in the Japanese market against every other United States canner for Japanese-caught tuna, as well as competing with Japanese canners for the same fish. . . .

"Since the entire Japanese industry, fishing, freezing and canning, will be controlled by a government-controlled cartel, the United States canning industry will be at a most unhappy disadvantage.

". . . We are fish canners, not economists, so we do not here analyze the proposals and predict their effect.

"We are, however, certain an adequate but not unreasonable tariff on frozen tuna would give the American fishermen some protection and would not unduly raise our costs.

"A tariff quota or an absolute quota on all tuna imported into the United States, if high enough, would also accord protection to the American producer and still keep this added source of raw material open to the American canner. Again, in every instance, every American canner wants to be assured an adequate supply of raw material, especially during periods of time when fishing is slow.

"American fisheries are disappearing one by one in the face of vicious subsidies and unfair foreign competition. The United States tuna industry is one of the last to survive.

"It is much easier to devise means to stop the decadence of a fishery caused by vicious and unscrupulous competition than it is to rehabilitate such a fishery once it has been destroyed.

"We earnestly recommend that means be found to save this fishery, with an eye to the possibility that the means used in saving this one may also be of help in . . . rehabilitating others."

Max Gorby
California Marine Curing & Packing Co.

● ". . . Any interference in the flow of frozen Albacore from Japan to our cannery, and for that matter all domestic tuna canneries, through the imposition of tariffs or quotas would be most damaging. Depending on the severity of this type of interference, a portion, if not all, of the demand for canned Albacore tuna would be filled by imports of Japanese canned white meat tuna. This, of course, would mean that the effort and money spent in developing the market for canned white meat in this country will have been wasted and American labor directly involved in the canning operation, as well as the American labor employed by our suppliers, would be lost to the Japanese.

". . . Over and above the fact that imports are required to supply the demand of American canners, it is entirely necessary that the small domestic canner have free access to imported raw material.

". . . Competition in the procurement of domestically caught tuna by canners has been even more intense than is the competition between these canners in marketing the finished product of the industry in the marts of commerce in this country. I was in the middle of this procurement battle, so I can assure you it was quite serious.

"The smaller canner, such as is our own company, has been unable to compete with the large canner in procuring domestic caught light meat tunas on an equivalent price basis. Prior to 1953 we attempted to maintain a fleet on a contract basis the same as the other canners but had great difficulty in obtaining a sufficient number of vessels to be certain that their catch of the light meat tunas would be adequate to take care of our requirements. The larger canners were able to offer inducements to the captains and operators of the vessels that we were not able to match. We found that, except for vessels to which we were forced to make large loans and other advances in order to obtain their catch, which we could not afford to do, we had to pay a bonus over the price paid by the larger canner in order to get the vessel's catch. . . .

"The small Southern California canner cannot compete in procurement with the larger canner in Southern California or canners in other areas unless he has free access to imports in order to stay in business. The establishment of a tariff on raw tuna would drive from business the smaller tuna canner wherever he is located. . . . The imposition of a quota would have the same result. . . ."

Mason Case
Fishermen's Cooperative Association

● "Converted to raw fish weights, the imports of tuna, both canned and frozen, in 1951 amounted to approximately 87,800,000 lbs. This figure in 1956 rose to approximately 219,550,000 lbs. Since 1951, a new method of shipping tuna into this country has developed and this is the shipment of tuna loins and discs. The weights attributed to these shipments is the actual weight of the

loin or disc and is so reported through the bureau of customs. Loins represent cleaned sections of tuna needing only cutting or shaping before canning, and discs represent a product already frozen and packed in cans needing only salt and oil added before sealing. The figure representing imports in 1958, therefore, should be adjusted upwards to account for this discrepancy. . . .

"The increase in imports of tuna both canned and frozen have actually hit the producers almost entirely. Not only have the imports caused a decrease in the raw fish price to domestic producers and a decrease in demand for domestically produced tuna, but, because of lay-up periods both before and after unloading being greatly extended, there have been additional losses in the purse seine fleet particularly to the vessels relying on ice refrigeration. . . .

". . . We firmly believe it is within the interest and obligation of the government to grant what relief may be necessary to keep the American tuna-producing fleet alive and active. We feel at this time that such relief must be in the form of quotas and tariffs on the imports of both fresh, frozen tuna and canned tuna.

● The Tariff Commission was instructed to have a report of its findings ready for Senate Finance Committee by February 1.

Beside those quoted above, the following gave testimony at the three-day hearing:

Robert D. Holmes, governor of Oregon; W. J. Jacobsen, chairman of the California Commission on Interstate Cooperation; Mrs. George N. Zeluff, Tuna Fishermen's Wives Emergency Committee; Earl Mansell, International Association of Machinists, Local 389, AFL-CIO, San Diego; Lester Balinger, Cannery Workers and Fishermen's Union of San Diego and the Seafarers International Union of North America, AFL-CIO; M. D. Stewart, Five Star Fish and Cold Storage Cooperative, San Diego; Mrs. Mary Barrett, Master, San Diego Harbor Grange; James T. Ota, Orica Trading Co., Los Angeles; T. S. Sandoz, Columbia River Packers Association, Inc.; David R. Jawitz, Import Merchants, Canned Fish Section, Association of Food Distributors, Inc.; James Flynn, Francis H. Leggett and Co.; Emil N. Baar, H. William Tanaka, Japanese Chamber of Commerce of New York; Nelson A. Stitt, Tuna Industry of Japan; Wm. E. Farrar, Federated Fishermen's Association, Inc., Terminal Island, Calif.; Thomas L. Murphy, Jr., Bluff Creek Canning Co., Vancleave, Mississippi; Joseph M. Mardesich, Franco-Italian Packing Co.

AGAIN THE WINNAH

Jim De Silva, right, once more wins the Miller Freeman Trophy at the annual California Fish Canners Association golf tourney. He receives it here from William B. Freeman, publisher of **Pacific Fisherman.**

J. M. Mardesich to Lead California Fish Canners

● At its annual meeting at Ojai Valley Inn in November members of the California Fish Canners Association elected Joseph M. Mardesich president, Nick F. Trutanic vice president and James R. Barry secretary-treasurer. Mr. Mardesich is president of Franco-Italian Packing Co., Mr. Trutanic vice president in charge of production for Star-Kist Foods, Inc., and Mr. Barry sales manager for California Marine Curing and Packing Company, all of Terminal Island.

Mr. Trutanic was also named chairman of the CFCA's Tuna Research Foundation. James A. DeSilva, Jr., president of South Coast Fisheries, Inc., was elected secretary-treasurer of the foundation.

In recognition of his services to the association, outgoing president Harold Requa received a silver tray from Joseph Mardesich on behalf of the association.

During the banquet following the naming of new officers, William B. Freeman, president of Miller Freeman Publications and publisher of *Pacific Fisherman*, presented the Miller Freeman perpetual golf trophy to 1957 tournament winner James DeSilva. Mr. DeSilva also won the award in 1956. As in past years, Lee B. Irish was tournament chairman.

In a final ceremony at the banquet Mr. Irish presented William Freeman with a large silver tray in tribute to the memory of Miller Freeman, Sr., founder of Miller Freeman Publications and long-time champion of the American fisheries.

Present at the three-day meeting were:

Max J. Gorby, Jack Gorby, Jack Dinnerstein, James R. Barry, California Marine Curing and Packing Co.; James S. DeSilva, G. C. Bennett, W. H. Hogan, South Coast Fisheries, Inc.; D. T. Saxby, California Packing Corporation;

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Wm. B. Freeman, Miller Freeman Publications; R. S. Wilson, R. S. Wilson Co.; Cecil Bays, Cecil Bays Co.; J. J. Porter, Fibreboard Co.; J. Real, attorney; J. H. Seley, James H. Seley Co.

Realistic Approach to Protection Of U.S. Salmon Sought in Congress

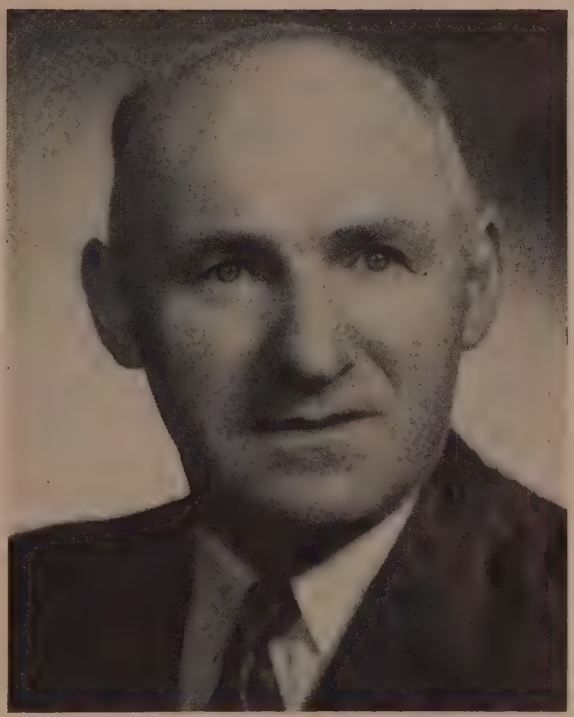
● American movement for immediate cessation of fishing pressure on intermingled stocks of salmon in the mid-Pacific mounted during December in evident preparation for the opening of Congress in January.

It was to Congress that leadership in the movement for protection of the salmon resources of North American origin evidently was looking as the most promising means of achieving results in time to save the already depleted resource from further destructive exploitation during the 1958 season.

Prospective Congressional action was shaping-up along two lines as the old year ended:

1. Legislation which would require that imported fish be produced under conditions not illegal for American nationals. (U. S. citizens cannot fish doe salmon on the high seas with nets.)

2. A directive to the Department of State instructing it to open negotiations with the Government of Japan, seeking an understanding by which fishing by all parties would be suspended in areas where salmon of North American origin have been shown to occur in significant proportion. (The Japanese section declined to discuss such a proposal at the Vancouver meeting of the International North Pacific Fisheries Commission in Vancouver, B. C., in November.)



GEORGE JOHANSEN
chairman of the Committee for the Protection of the North Pacific Fisheries, is secretary of the Alaska Fishermen's Union and a member of the Advisory Committee to the American Section of the International North Pacific Fisheries Commission.

Two U. S. Committees

● Two American committees were actively pressing the matter before the end of December, and working in close cooperation.

One, the Committee for the Protection of the North Pacific Fisheries, is headed by George Johansen, secretary of the Alaska Fishermen's Union, and a member of the Advisory Committee to the American Section of the International North Pacific Fisheries Commission. Membership of the committee was being largely expanded at the New Year through the adherence of individuals and organizations interested in furthering the cause of protecting immature salmon of North American origin in waters of the high seas.

● As of Jan. 2, 1958, the Committee for the Protection of the North Pacific Fisheries was composed of individuals and organizations as follows:

C. L. Anderson, Director, Alaska Dept. of Fish and Game; W. C. Arnold, Managing Director, Alaska Salmon Industry, Inc.; DeWitt Gilbert, Editor, *Pacific Fisherman;* George Johansen, Secy.-Treas., Alaska Fishermen's Union; Robert Kallenberg, Chairman, Alaska Fish and Game Commission; Harold E. Lokken, Manager, Fishing Vessels Owners Assn.; Milo Moore, Director, Washington Dept. of Fisheries; T. F. Sandoz, President, Columbia River Packers Assn.; John Smith, Mayor, Metlakatla, Alaska; Lowell Wakefield, President, Wakefield's Deep Sea Trawlers;

Alaska Fishermen's Union; Alaska Salmon Industry, Inc.; Alaska Salmon Institute; Association of Pacific Fisheries; Columbia River Salmon & Tuna Packers Assn.; Deep Sea Fishermen's Union of the Pacific; Dist. Council of Carpenters, AFL, Local 1184; Fishermen's Cooperative Assn.; Fishing Vessel Owners Assn.; Alaska Cannery Committee of International Association of Machinists, Hope Lodge 79; ILFWU Local 3, Fisheries Division; Northwest Fisheries Assn.; Northwest Salmon Canners Assn.; Pacific Herring Packers Assn.; Poggie Club, Seattle Chapter; Puget Sound Gillnetters Assn.; Puget Sound Salmon Canners, Inc.; Purse Seine Vessel Owners Assn.; Radio Officers & Technicians Assn.; *The Fishermen's News;* Washington Reef Net Owners Assn.

The second committee was formed within the American canned salmon industry and operates as the American Salmon Protective Committee. Its chairman is H. B. Friele, Sr. Members, beside Mr. Friele, from the Association of Pacific Fisheries include S. M. Rosenberg and Vance F. Sutter.

Representing the Alaska Salmon In-

dustry, Inc., on the committee are: Kenneth Hardwicke, S. G. Tarrant, Aubin R. Barthold. Members from the Northwest Salmon Canners Association are: J. J. Lind, Eric Bulmer and William Calvert.

Direct Approach to Japan

● Congressional directive to the Department of State to initiate discussions with Japan for temporary mid-ocean cessation of fishing, pending study of the question of re-location of the Provisional Line, was proposed late in December by Congressman Thor Tollefson of Washington. In announcing this approach, he was quoted as saying: "So far as our laws are concerned, the Japanese—but not our fishermen—can take all the salmon they want in the high seas. This they are doing and, unless they can be induced to desist, they will destroy the Alaska salmon fishery which has contributed hundreds of millions of dollars to our economy."

Opinion in the United States is that Canada would not consider a direct approach to Japan outside of the treaty improper, as at the Vancouver meeting G. R. Clark, spokesman for Canada, said that section considered the question of temporary protection for mid-ocean intermingled stocks concerned the United States and Japan only.

"Plain Facts" Booklet Published

● In order to acquaint the American and Canadian people, as well as others throughout the world, with the "Plain Facts" of the danger to a great food resource arising from the Japanese high seas fishery in an area of intermingling, the Committee for the Protection of the North Pacific Fisheries early in January published some thousands of copies of a booklet dealing with all aspects of the problem in layman's language.

The booklet reviews the history of the Japanese fishery, the negotiation of the North Pacific Treaty, the research work undertaken, the effects of the Japanese operations on the condition of the Alaska resource, the 1957 American proposals and their rejection, the scientific evidence on which they were based and the danger of delay.

The booklet, which is available to interested persons by request of the committee at 302 Colman Bldg., Seattle 4, Wash., concludes with a question and its answer in language as follows:

What Can the United States Do?

● While the Japanese section at Vancouver closed the door to any discussion of temporary measures such as a Cessation Zone of no fishing pending study of relocation of the Provisional Line, it possibly might agree to another meeting early in 1958 specifically to consider this question in advance of the 1958 fishing season.

If such a meeting was sought and rejected, could the American Section undertake other action?

It would appear doubtful.

What about governmental agencies of the United States, such as the Department of the Interior, the Department of State, and the Congress? They have an interest in preventing destruction of an American resource. What can they do?

● *Department of the Interior* has already indicated that, if the Japanese fishing operations continue in the same areas and intensity in 1958 as in 1957, the department will be under the necessity of closing or radically restricting American fishing in the Bristol Bay area, in order to carry out its legal responsibility to conserve the fisheries of Alaska and provide the spawning necessary for their reproduction. This would be an economic catastrophe, not only for the salmon canning companies and their fishermen but also for the thousands of humble residents of this strategic American outpost on the bleak coast of the Bering Sea. To them the Red salmon are essential. Without the salmon they cannot maintain themselves.

● *Department of State* is in position to present the facts to the Government of Japan, which has full authority over fishing operations of Japanese nationals on the high seas, authority to limit intensity, prescribe areas, fix seasons and specify gear. As the Department of State did in 1937, it could point out again that conservation of the Red salmon resource originating in Alaskan streams "must be regarded as important in the comity of the nations concerned."

● *Congress* before the end of November, 1957, was giving the matter attention. Senator Warren G. Magnuson of Washington, chairman of the Senate Committee on Interstate and Foreign Commerce, to which fishery matters are referred in the Upper House, held a hearing on the problem in Seattle November 27. At that time he indicated favor for an attempt to call a new meeting of the North Pacific Commission specifically to consider emergency measures pending study of relocation of the Provisional line; and for consideration by Congress of a measure which would exclude from the American market fish products produced under conditions from which American nationals are barred by American law. Further, Congressman John Shelley of California announced his determination to introduce such a measure.

How would such a law be effective? Because American fishermen—and Canadians also—may not fish for salmon with nets outside of territorial waters.

When did this restriction against ocean fishing by Americans and Canadians become effective?

In 1956 so far as fishing off the coast of Alaska was concerned; in 1957 with respect to fishing off Canada or the Pacific states.

Why was the action taken?

Because, in response to the high seas fishing of the Japanese there was beginning to develop in the United States and Canada similar oceanic gillnetting which would (1) pile further exploitation on top of already full utilization of the salmon resource; (2) render management in the interest of conservation ineffective by taking the salmon at sea before racial segregation had begun, and thus before it was possible to effectively provide the spawning escapements necessary for the reproduction of the many specific races.

● Finally, the United States and Canada prohibited net fishing for salmon on the high seas because they considered development of such fishing by their nationals inconsistent with the obligation laid upon them as managers of stocks of salmon from which the Japanese abstain in the eastern Pacific. This responsibility for conservation, in keeping with the primary objective of the treaty, is spelled out in Section 1 of the Treaty Annex, where it says: "Canada and the United States of America agree to continue to carry out necessary conservation measures."

Thus the suggested measure for consideration by Congress would merely forbid import into the United States of goods produced under conditions illegal for American nationals. Such a principle is already well established in American law, notably in the Food and Drug Act.

● Necessity for action is very real if it is to be effective in preserving a North American resource now under destructive pressure. Relief must come within weeks or months, or it will come too late. Another season of heavy high seas fishing in the vicinity of the Provisional Line will damage the salmon resource and the economy of Alaska to a degree which may never be erased.

Stream-Flow Benefits Agreement on Columbia Vital to Sockeye Run

SPOKESMAN FOR THE SALMON—Senator Thomas Reid of Canada, chairman of Salmon Commission, carries the fight to save the Fraser resource from sacrifice to hydro-electric power promotions.

● Urgent necessity for early agreement between the United States and Canada in the matter of "downstream benefits" from water storage on the Columbia River in Canada was pressed before a salmon industry audience at Seattle in December by Senator Thomas Reid of Canada, chairman of the International Pacific Salmon Fisheries Commission, and foremost Spokesman for the Salmon of the boundary fisheries of the two countries.

Renewed threat in Canada of diversion of the excess flow of Columbia River headwaters into the Fraser system prompted the Canadian senator's address, in which he declared the commission's unalterable opposition to such diversion as a death sentence for the richest single fishery resource in the world.

The controversy flared anew in Canada when General A. G. L. McNaughton, chairman of the Canadian section of the International Joint Boundary Commission, renewed his advocacy of diversion of the Fraser, regardless of the effect upon the fishery resources of that stream.

In Canada this was disappointing to the fishing industry because it had been led to expect that pressure on the Fraser by power interests had been relieved through a series of recent developments: 1. The B. C. government's opposition to harnessing of the Fraser for power purposes; 2. Decision of the B. C. Electric Co. to build a $100,000,000 thermal plant to augment power through use of natural gas; 3. Proposal of Axel Wenner-Gren, supported by the provincial government, to develop hydro-electric resources of the Peace River, where there are no salmon.

In his spirited resistance to the McNaughton speech in Parliament, Senator Reid contradicted the general's contention that a series of high dams on the Fraser would not destroy the salmon, pointing out that, in spite of constant research and engineering studies over a period of years "there is as yet no solution to the problem of caring for salmon at dams, and particularly for the downstream passage of the sea-bound migrants."

Unselfish, intelligent international approach to division of the benefits of storing the excess flow of the upper Columbia — a stream already blocked by the Grand Coulee Dam — would appear the sound, reasonable approach to the power need problems of both British Columbia and the Pacific Northwest states.

● *This is a cause in which the salmon industry and all sportsmen and conservationists of both countries can well unite their efforts and influence.*

William Calvert Heads Alaska Salmon Industry

William Calvert of the San Juan Fishing & Packing Co., Egegik Packing Co., Intercoastal Packing Co., and Peninsula Packers, was elected president of the Alaska Salmon Industry, Inc., at its annual meeting at the end of November. He has served the A.S.I. actively for a number of years with vigorous interest.

Other officers elected by the industry were: first vice president, Charles Turner, Kadiak Fisheries Co.; second vice president, William Coyne, Annette Islands Canning Co.; secretary-treasurer, L. T. Kreielsheimer, Chignik Fisheries Co.

Directors by districts are:

Bristol Bay—Aubin Barthold, Alaska Packers Association; William B. Wootton, Columbia River Packers Association; A. W. Brindle, Wards Cove Packing Co.

Westward—S. G. Tarrant, Pacific American Fisheries; William Lilly, P. E. Harris Co.; Oscar Bergseth, New England Fish Co.

Cook Inlet—A. H. Soeneke, Alaska Year Round Canneries; E. H. Mason, Cook Inlet Packing Co.; Joseph Fribrock, Snug Harbor Packing Co.

Kodiak Island—Charles Turner, Kadiak Fisheries Co.; K. C. Hardwicke, Libby, McNeill & Libby; Frank McConaghy, Halferty Canneries, Inc.

Prince William Sound—Joe Most, Copper River Packing Co.; William Calvert, San Juan Fishing & Packing Co.

Southeast Alaska, North—Vance Sutter, Fidalgo Island Packing Co.; Charles D. Alhadeff, Whiz Fish Products Co.; Albert Thompson, Hood Bay Salmon Co.

Southeast Alaska, South—H. B. Friele, Nakat Packing Corporation; William Coyne, Annette Island Canning Co.; Clarence D. Payne, Ketchikan Packing Co.

G. H. Beasley Dies

G. Hamilton Beasley, 54, vice president and treasurer of P. E. Harris Co., Inc., died in Seattle late in November after a short illness. He was also executive vice president and treasurer of West Coast Air Lines, Inc.

What the Show Showed

● What had the Seattle National Boat Show to show the discerning fisherman, the man accustomed to making a good share, who went to the show with an open, inquiring mind, seeking a look into the future and how a good share might be made a better one?

More than any other one thing, the Show seemed to show the fisherman something of the future of plastics in his field.

In hulls, plastic boats, yes; that was the most spectacular demonstration, but probably not the most significant for the fisherman.

The *protection* of hulls seemed to have more practical promise; and of decks, of tanks, of fish holds and bait wells—of all the places where teredoes can sneak in or where bacteria can accumulate and spoil a catch.

In equipment there were a hundred hints of things to come—plastics to take wear; plastics where the weight of metal and the effects of corrosion are drawbacks; plastic tubing for easy installations which will not leak from flexing in a boat working at sea.

In gear, perhaps most of all. And can you remember when synthetic nets were struggling for acceptance in the fisheries? The show gave ready proof of synthetics' conquest of the gillnet field—and of its heavy inroads in what has always been the realm of cotton.

In seine netting, the *tonnage* branch of the fish net business, synthetics—and primarily the blends—have been coming fast. Blending can give tailored characteristics of weight, wetability, knot-tightness, strength, rot-resistance, flexibility, color.

● He who can recall in how short a time synthetics fiber have achieved these gains in the field of fish netting will be quick to catch the implications in the applications of plastics and synthetic fibers to the fisheries—and we are speaking here only of fishing. Their use in packing plants and in packaging, in preparation and in merchandising are other subjects for another time and place.

What did the Show have to show the fisherman in other lines? Many things of interest and importance—

Improved instrumentation for navigation, fish-finding, and the more effective, successful operation of gear.

Perfected handling of gear through hydraulic power application.

Current conversion of direct current to alternating in one compact transistor unit serving all the instrumentation a fisherman needs from one compact low-power-demand "black box."

Compact engines with high power in small space, often working through perfected gears to deliver the kind of economical, wholly dependable power which is essential in successful fishing.

Applied power to hauling nets through rubber blocks, to the cost-cutting through rapid-fire discharge of fishing boats are station vessels.

● These are some of the things which the Seattle International Boat Show had to show the thoughtful fisherman, in whom they would raise questions like these:

Where in my vessel and its operation can I use some of these plastics with profit? Won't they save me money in reduced maintenance and repair? Can't I use them to keep my fish and well as my boat sound and sweet longer?

Isn't the development of plastic materials still in its beginnings? Won't tomorrow's plastics mean still more to fishing? What of this new low-pressure polyethylene? Won't it open still further possibilities?

Doesn't the field of synthetic materials open new fields for profitable fishing extending to new horizons?

Canada to Advocate 12-Mile Territorial Limit

Canada will advocate establishment of a 12-mile territorial limit when the International Conference on Maritime Law meets in Geneva February 24, according to Canadian External Affairs Minister Sidney Smith, who tabled a recommendation to that effect in the House of Commons recently.

The document, to be forwarded to the United Nations, contains "provisional comments" on the report of the UN's international law commission, which will form the basis for the Geneva discussions.

The Canadian government headed by Conservative Prime Minister John G. Diefenbaker thus reaffirms the policy established by its predecessor Liberal administration.

While a 12-mile limit, if finally adopted, would presumably affect both the Pacific and Atlantic seaboards of Canada, Canadians are primarily interested in the application of the new boundary to the Atlantic.

Mel Halgren Heads Puget Salmon Canners

Mel Halgren of Far West Fishermen, Inc., was elected president of Puget Sound Salmon Canners, Inc., at the organization's annual meeting December 17.

Norman Weitkamp of Washington Fish & Oyster Co. was chosen vice president; and Don Franette of Nakat Packing Corporation was elected treasurer.

Herald O'Neill was re-appointed executive secretary.

Dr. Sprules Is Named On Halibut Commission

Dr. W. M. Sprules, special assistant to the Canadian deputy minister of fisheries, G. R. Clark, has been named as one of Canada's representatives on the International Pacific Halibut Commission.

Mr. Sprules succeeds S. V. Ozere, assistant deputy minister, who has had to relinquish his duties on the commission because of pressure of other departmental work.

The other two Canadian commissioners are Harold S. Helland, Prince Rupert, and Richard Nelson, Vancouver.

The halibut fishery of the Pacific coast has been under the management of the international commission for the past 33 years.

PACIFIC Fisherman's NEWS

JANUARY 1
1958

Japanese Industry Seeks 5-Point Deal With Soviet

● Relaxation of the Soviet-Japanese fishing rules on five points was proposed by the Japanese industry to its national section of the Soviet-Japanese Fisheries Commission as it left for Moscow for the 1958 conference due to open there Jan. 10.

The Japanese industry wants:

1. A 1958 catch quota of 165,000 metric tons of salmon.

2. Opening of the Okhotsk Sea to Japanese fishing.

3. Revision of the restrictions on length of gillnets, distance between gillnets, etc., on the ground that such restrictions are of no significance when the total catch is governed by quota.

4. Removal of the requirement that fishing vessels remain at least 40 miles from shore.

5. Elimination of the specific protection area for Red salmon.

Japanese section personnel at the Moscow conference includes:

Suemitsu Kadowki, Japanese Ambassador to the Soviet Union;

Tsunejiro Hiratsuka, President of Nichiro Gyogyo K.K.;

Yoshimasa Sakamura, Chief Production, Department of Fishery Agency;

Iwao Fujita, Vice President, Japan Fishery Society;

Advisers — Six persons from fishing vessel operators associations and mothership operating firms;

Shinjiro Tsumura, Counselor Japanese Embassy at Moscow;

Motosaku Fujinaga, Chief Investigation and Research Department of Fishery Agency;

Twelve additional experts.

International Halibut Rules January Meetings Topic

Four days of meetings to discuss the 1958 Pacific halibut regulations have been scheduled for late January by the International Pacific Halibut Commission.

The series will open with a meeting of the commission with all interested parties at 1:30 in the afternoon of January 27. Meetings of the commission, and with its advisory board, conference board and dealers' group have been scheduled for succeeding days through January 30.

Clipper "Magellan" Lost

John McCall's 120-ton clipper *Magellan* burned and sank off Asuncion Bay Dec. 3. All hands were rescued by the clipper *Golden Glow* and taken ashore, where a Coast Guard amphibian picked up Skipper-owner McCall and flew him to San Diego for treatment of burns on his right arm and hand. The tuna clipper *Commodore* brought the remaining nine members of her crew to San Diego.

The *Magellan* was not insured, and Captain McCall estimated his loss at $55,000, which did not include the 55 tons of fish in her hold.

CHILEANS FIRE ON U.S. BOATS ON HIGH SEAS

● After Chilean air force planes in mid-December fired warning shots across the bows of American tuna clippers fishing in waters claimed by Chile and were ignored by the clippers, President Carlos Ibanez sent a navy frigate to the area with orders forcibly to board the 23 American flag vessels if they refused to be herded into the port of Iquique.

Chile claims territorial rights to waters 200 miles off her shores. The United States, like most other maritime nations, recognizes a three-mile limit.

Harold Cary, manager of the American Tunaboat Association in San Diego, reportedly had asked the U. S. State Department for advice in this latest incident. He denied that some of the boats were fishing within three miles of the Chilean coast, as claimed by Chile. Fourteen of the boats involved are out of San Diego.

In Washington it was reported the State Department has cautioned Chile against "any attempt to interfere with U. S. fishing vessels on the high seas."

Crabber Loses Fingers

Batiste Balestreri, skipper of the San Francisco crab boat *Sal Jr.,* lost three fingers of one hand when it was caught in his crab trap winch. The accident happened in port when Mr. Balestreri was greasing the winch.

Van Camp Closes Early at San Diego

Van Camp Seafood Co., Inc., closed its San Diego plant in mid-November. Said a company spokesman, "We have enough capacity at our Terminal Island plant to pack what we need for the remainder of this year." Van Camp customarily closes its plant in San Diego in January. This season it will re-open then, said the spokesman.

"Sockeye" Badly Burned

The trawler *Sockeye,* dragging shrimp out of Grays Harbor for the Kaakinen Fish Co., caught fire at sea 25 miles off-shore December 12 and lost her house. Capt. Clarence Spangler and his crew, Paul Hasbrouck, Torgils Sjoen and Jonas Tjosvoll, were picked up promptly by the *Nick C.,* Capt. Steve Trutich, fishing nearby.

John Kustura, Gillnet Racer, Is Killed

S. John Kustura, Astoria gillnet fisherman, was drowned in November when his automobile went into the Columbia River from a dock at the George and Barker station of the Columbia River Packers Association.

He was widely known as a gillnet racer and in 1956 won the top prize in the annual Columbia River races.

He made it the hard way...

Walt Larson, the Mobil Marine operator in Blaine, Washington, is a good example of a successful business man who made it the hard way. Born near the rugged coast of Alaska, Walt came south to the Northwest after over 20 years of experience on board fishing for both salmon and halibut and operating a marine station in Elfin Cove.

Since coming to Blaine, three years ago, Larson's list of regular customers has grown to over 350 of the almost 500 boats which are operating out of the Blaine Marina.

Experienced Mobil Marine operators such as Walt Larson are serving skippers of all types of craft every day of the week. From Alaska to Mexico the dock bearing the familiar sign of the Flying Red Horse means the best in service and petroleum products. Stop in the next time you're in port!

GENERAL PETROLEUM CORPORATION
MARKETERS OF MOBIL MARINE PRODUCTS

2-128

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JANUARY 1, 1958 Volume 56 Number 1

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"Pan-American Fisherman" Consolidated With "PF"

● With this issue, *Pan-American Fisherman,* which has been published in San Diego for a number of years, with readership primarily in the tuna industry and in the fisheries of Latin America, is consolidated with *Pacific Fisherman,* now in its 56th year as the journal of the industrial fisheries of the Pacific.

The consolidation is expressive of the interest of *Pacific* Fisherman in the Pan-American area of industrial publishing to the fisheries. It will react to the interest of *Pacific Fisherman* readers and advertisers through extension of editorial coverage and a broadened circulation.

Stephen Gucich Dies

Stephen Gugich, 80, a retired fishing vessel owner and net-maker, died in Seattle early in December. He formerly lived in Anacortes and operated the seiners *Mary G.* and *Mary G. II* out of that port until he retired from active fishing and joined the net loft force of the Pacific Marine Supply Co., where he worked for a number of years prior to his retirement.

Alaskans Oppose Easing Of Fishery Restrictions

● Relaxation of Southeast Alaska fishery regulations in 1958 is opposed by the Alaska Fish and Game Commission and by Alaska Delegate in Congress E. L. Bartlett, according to protests filed with John Gharrett, acting Alaska commercial fisheries administrator.

The commission in its most significant recommendation with respect to the proposed 1958 regulations says:

"As there is some doubt that 1958 will be a big year for Pink salmon in Southeast Alaska, the commission opposes any relaxing of the Pink salmon rehabilitation program inaugurated in 1954. The fishermen during the past four years, using present gear, have been hard pressed to make a living. Introduction of drum seines and a 20% increase in traps would bring about the same condition even if there is a larger run. If the run does not materialize it would be disastrous to the fleet. The amount of gear fishing the past few years is adequate to harvest any increase in runs."

In announcing the proposed relaxation, which actually is only a partial return to the amount of gear permitted prior to 1954, Mr. Gharrett said the severe restrictions imposed in that year originally were set for two years, but this had been extended to four; and that now the Service felt "morally obligated" to return in part at least to fishing intensity prevailing before 1954.

"The 20% increase in traps" mentioned in the Alaska commission's recommendation actually is only a partial restoration from the 50% closure of traps imposed in 1954 under the "Farley Plan."

Recommendations of the Alaska commission were the first made under its new status, in which the department includes authority over territorial game affairs as well as fish.

Membership of the new Fish and Game Commission is:

Robert C. Kallenberg, Dillingham, Chairman of the Commission and commercial fisherman representative for Western Alaska; Arthur H. Hayr, Fairbanks, Vice Chairman, hunter-at-large; Douglas Babcock, Juneau, sports fisherman-at-large; James Huntington, Huslia (on the Koyukuk River), trapper-at-large; Eugene Torkilsen, Kenai, commercial fisherman, Central Alaska; Neil E. Grant, Wrangell, fish processor-at-large; and Nels E. Nelson, Ketchikan, commercial fisherman, Southeast Alaska.

C. L. Anderson, Juneau, Director of the Alaska Department of Fish and Game, is Executive Secretary of the Commission.

Milo Moore Appointed To Salmon Commission

Milo Moore, Washington state director of fisheries, was appointed a member of the International Pacific Salmon Fisheries Commission by President Eisenhower December 23. This fills the American section of the commission with permanent appointees.

Edward W. Allen, who was a charter member of the commission from the time of its organization in 1937 until 1951, returned under temporary appointment at the request of the President for more than half of 1957 until the new director of the Washington department of fisheries could be named. By tradition, the Washington director is a member of the American section, as control of the Sockeye and Pink salmon fisheries decided upon by the commission actually are administered — so far as the United States side is concerned — at the state level and are converted into regulations ordered by the state director.

This avoids the detail and possible delay involved in regulation through the federal authority and makes use of immediately available local knowledge and the fast-geared state machinery for coping with conditions as they arise during the course of the run.

Mr. Moore returns to a commission on which he served previously, during his former term as director in 1946-1949. In the interim he has had exceptionally wide experience in international fishery matters, having served in the economic cooperation programs in the fisheries of Greece and Korea, and the U. S. Senate Committee on Interstate and Foreign Commerce as fisheries investigator and consultant.

* * *

Sam Billante, owner of the San Francisco troller **Rosemarie,** has repowered her with a General Motors 2-71 diesel engine, purchased from and installed by Shoreline Diesel Maintenance Co., Fishermen's Wharf, San Francisco. The engine is fitted with a 2-1 reverse and reduction gear. The GM 6-71 diesel engine on **Pesos,** troller, owned by **R. L. Frederickson,** Novoto, has been completely overhauled by Shoreline Diesel Maintenance, Fishermen's Wharf, San Francisco.

MURPHY DIESEL

Still running 24 hours per day—6 days per week
after 12 YEARS' SERVICE in the "Seaworthy"

The 150 HP Murphy Diesel was installed in the seiner "Seaworthy" 12 years ago. According to the owners, F. Alioto Fish Co. of San Francisco, "This engine is still tight, gives excellent fuel economy in all kinds of weather and service."

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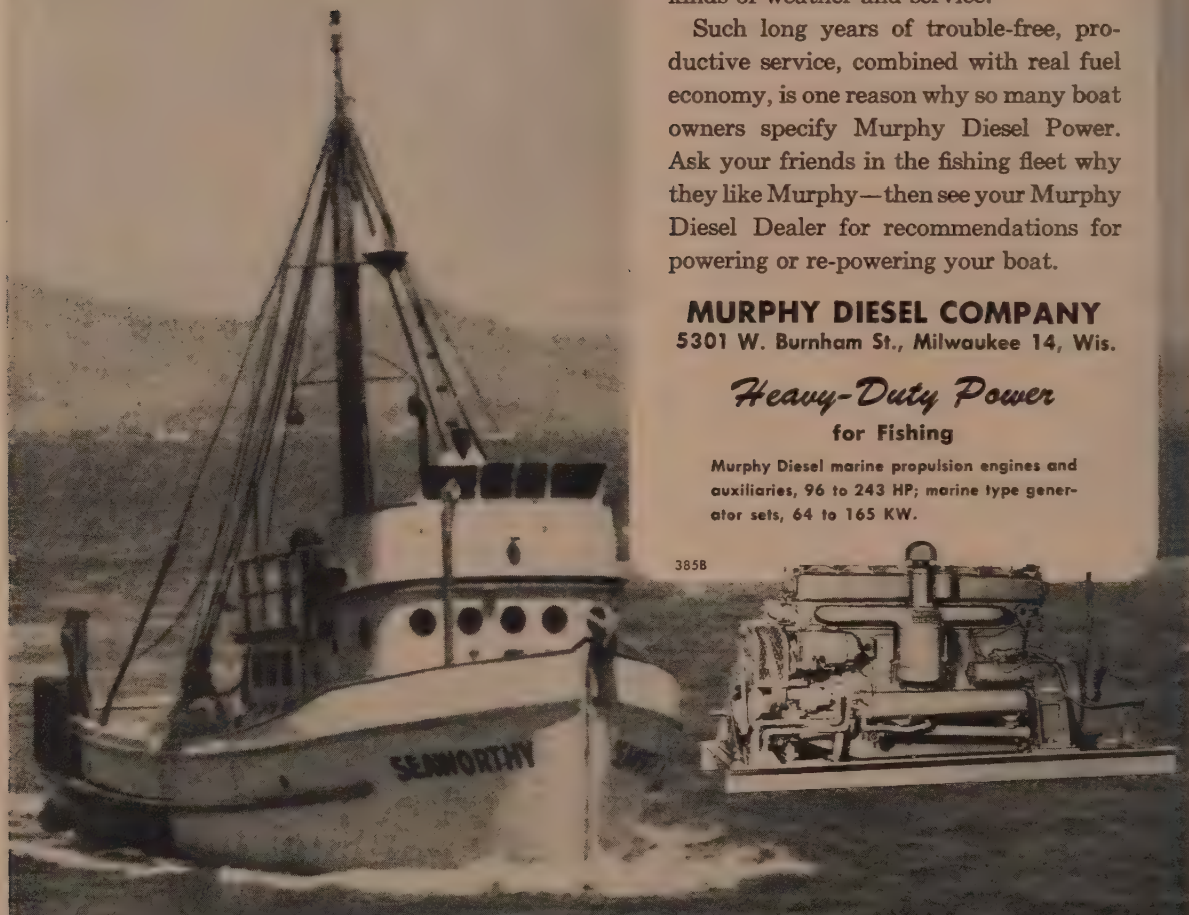

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SCOPE and SOUNDER

Monthly digest of present-day pioneering methods and equipment in world fisheries.

By PETRALE

Winter Petrale Fishing Closed for Conservation

● Petrale sole fishing is closed this winter to Oregon and Washington seiners during the period December 20 through April 15. This action was taken by the fishery authorities of the two states as result of a series of studies begun in 1953 to determine reasons for the decline of this species. The regulations by Oregon and Washington made the closure uniform as to the dates for the two states and Canada. The closure in British Columbia on petrale sole fishing followed the recommendation for this action at the International Meeting held in Seattle during February, 1957. Abundance of this most highly-priced sole has declined steadily since 1948. In 1953, trawlers located spawning deeps of Petrale sole off the Vancouver Island Coast. Vulnerability of the deep-water spawning stocks was demonstrated during the spring of 1957, when close to 3,000,000 pounds were taken from the Esteban Deep area in less than two months. Other deeps have been located since, all of them being occupied during the late winter months by large stocks of spawning sole in poor condition from the standpoint of marketability.

Puget Sound fishermen for the most part recommended the protective closure invoked along the entire North Coast by this winter's action.

Alaska Shrimp Potential Interests Trawl Fleet

● Possibilities of shrimp fishing in the Gulf of Alaska are known to be intriguing Puget Sound trawlers looking for grounds with good potential. A number of skippers are known to be giving this area serious consideration, and there is no secret that development of shrimp resources in the Shumagin Islands and Cook Inlet areas is coming in for some sharp figuring on the part of packers and cold storage operators there.

Obviously, the vessels are a bit slow in committing themselves to the Westward venture until they can be sure of a market; and the operators are equally hesitant about plunging until they can be sure of a supply.

Prospects of progress in bringing the fishery into reality are good, however. One drawback of course is the Cook Inlet regulation which prohibits taking King crab by means of trawls. How to fish shrimp there without catching King crabs is a problem. Adjustment of the Alaska fishery regulations to take care of this point has been requested.

Japanese Study Daytime Netting at Deep Levels

● Japanese scientists studying the fisheries of the North Pacific mid-ocean areas are suggesting to their fleet that there may be possibilities of increasing the productivity of their gear further by daytime fishing on deeper horizons than those now being worked by the relatively shallow surface gillnets which take the entire high seas catch.

This suggestion stems from studies designed to trace the depth distribution of salmon in the sea. Using highly sensitive sounding equipment, the scientists have been able to follow salmon from deeper water during the day to the surface waters at night, where they are taken by the mid-ocean fishery.

(It is significant that at the International North Pacific Fisheries Commission's Biology and Research sessions at Vancouver, B. C., in November the Canadians reported similar findings; and that they had taken significant numbers of salmon in deep gillnets fishing much below the present commercial gear in off-shore waters. The Japanese scientists showed much interest in this report at the time, but offered no corroborative data of their own.)

In Hamburg the Japanese scientists said the salmon appear to follow the daily rise and decline of the Deep Scattering Layer, a zone of apparent plankton concentration which moves toward the surface in the hours of darkness.

A substantial segment of the salmon seemed to remain at a depth of 30 to 50 metres — which coincides closely with the level at which the fish were found by the Canadians.

It was exploitation of the fish during the day at this level that the Japanese scientists are suggesting.

Whether it would prove profitable, in view of the different gear required and the added demand on the crews of the vessels would require testing, which the Japanese may be expected to invoke.

Power Block Mechanizes Fishing for Menhaden

● The development and incorporation of the Puretic power block into the North Pacific seine fisheries took place in a matter of two years. The advantages of the power block were quickly acknowledged by Pacific Coast salmon seiners and, to use an old cliche, they went like hot cakes fresh off the griddle. However, as is true of any newly developed gear, its use in fisheries other than those it was specifically designed for sometimes needed further thought and modification. The use of power blocks for handling nets is being carefully studied by fishermen throughout the world. Each fishery has its own peculiar operational problem and methods of handling gear. These must be considered when any new gear is to be adopted. On the East Coast of the U. S., the Menhaden fishery employs a large number of seiners, but many of the vessels are shallow draft boats without adequate rigging or booms to handle a power block.

The incorporation of power blocks, therefore, necessitated some means for rigging the device and to give the required purchase. To solve these problems, a new hydraulic hoist was designed for use in the Menhaden fishery. It now appears that the power block will also sweep this large reduction fishery of the East Coast. It is anticipated that from 6 to 10 men will be eliminated per unit; thus, reducing operational cost of Menhaden vessels.

The specialized menhaden power block and the hydraulic boom for its operation were shown at the Seattle National Boat Show. The present model of the menhaden block differs from its predecessor in that one cheek of the block swings up when a bottom latch is released, permitting the net to dropped in the block from the side. Earlier models, still used in small operations, actually were open on one side, the sheave bearing being supported from one cheek of the block only.

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1958 Sockeye Proposals

For 12-million Fish Run

● Original and courageous handling of an expected 12-million fish (or more) Sockeye run was proposed to the industry and the International Pacific Salmon Fisheries Commission by the commission staff at Seattle December 16.

Loyd A. Royal, director of the Fraser River salmon enterprise, frankly acknowledged a glowing outlook for 1958, with a run of 12 million Sockeye or better, attracting a vast amount of increasingly-effective gear.

Under these conditions, the problem of providing (1) adequate, but not excessive, escapement; and (2) equal division of the catch, becomes a touchy one, calling for a new course of control, courageously pursued.

The plan offered for consideration of the industry and commission in actual fact may be expected to go a step beyond the two primary requirements of the Sockeye Treaty, cited above. It should as well produce a pack of high quality, from fish taken near their peak condition.

● As analyzed by Peter Jenewein, Canadian gillnet member of the commission advisory board, the proposed regulations broadly seek:

1. To reserve the early run to Canadian waters primarily for the river fishermen;

2. To give the Canadian share of the late run primarily to gear fishing in the straits of Juan de Fuca and of Georgia.

So far as American operations are concerned, they will be conducted largely on the Adams River segment of the run, with the primary season for all gear running five days a week during the period from August 17 to September 14, which will be preceded by a three-day period during the week of Aug. 10-17.

Closure of a triangular area of American waters from Point Roberts due south to the International Boundary from August 31 to September 20 is provided as protection against "blowback" of river fish which sometimes characterizes the Adams River run.

For both Canadian and American gear treaty waters west of a line from the vicinity of Port Angeles to that of Victoria would be closed to all Sockeye fishing prior to August 10. This is perhaps the unorthodox features of the regulations, and the only proposal to which industry advisors raised any objection.

Industry Quite Favorable

● Initial industry reaction to the proposals was quite favorable, with the single exception of doubt as to the desirability of the late opening of the Strait of Juan de Fuca, registered by most spokesmen save for the Canadian gillnetters.

The three-day fishing week to which all object, including the Sockeye staff, was limited to minor runs early in the season. In the case of the Gulf fishery in Canadian waters during the main season only two days of fishing were proposed per week.

● Under the 1958 regulatory program proposed, Mr. Royal said the staff visualizes operations thus:

	Fish
Escapement	2,704,000
U. S. Catch	4,933,000
B. C. Catch	4,463,000
Total Run	12,100,000

Adjustment of the 470,000-fish advantage which this visualizes for the American fleet would be sought by late-season adjustments through closure of American fishing, or by permitting the Canadians to take a portion of the escapement, 2.7 million fish being somewhat more than is considered altogether desirable on the present 1958 cycle.

● In brief, the proposed regulations called for: No U. S. fishing prior to July 20; three days a week from July 20 to August 17 in inside waters; three days from August 10 to August 17 in the strait; five days weekly from August 17 to Sept. 14.

The more complicated Canadian pattern would be: June 23 to August 17, inside waters only, three days a week; river fishing, Aug. 17-Sept. 14, two days a week, closed entirely after Sept. 14; Gulf waters, two days weekly from Aug. 17 to 24; five days weekly from Aug. 24 to Sept. 14; Strait of Juan de Fuca, west of William Head, six days a week, Aug. 10 to Sept. 7.

"Tremendous Possibilities"

● In reviewing the 1957 season with its special difficulties of administration, Mr. Royal reported a satisfactory escapement of 1,666,000 Sockeyes had been attained. Racial distribution was regarded as generally excellent; and he credited the escapement with "tremendous latent possibilities."

This latter was because spawning ground studies gave an index of effectiveness three times that of 1954, which produced the 1957 return. This improved condition traced primarily to factors affecting migration time of the salmon and favorable water temperatures at spawning time.

● E. Vernon of the Salmon Commission staff, reporting on 1957 experience with Pink salmon in the first year of the commission's responsibility for this species, raised the hope that the

"Something to look forward to"

● "We *all* wanted more fish, of course; and we didn't get them; but we got *escapement*, which was far more important.

"It gives us *something to look forward to.*

"I want to commend the administration of the Sockeye fishery during the 1957 season, which presented acute problems. They did a *job*, and under most difficult conditions."

—John N. Plancich,
Member, Salmon Commission Advisory Board, speaking at commission meeting in Seattle December 17.

Fraser Pink run eventually could be built up to pre-1913 levels as result of operation of the fishways at Hells Gate, and as means are found for providing adequate and consistent escapement.

Discovery of substantial Pink spawning on the gravels of the main stem of the Fraser below Hope was one of the significant contributions of the initial research.

● Following its unusual practice after receiving the staff recommendations for the new year's regulatory program, the commission referred them to the industry for study. Another meeting, at which the Advisory Committee will report industry reaction, will be held in the winter, probably in February.

The December meeting was attended by several hundred industry representatives and by the full commission, consisting of:

Canada: Senator Thomas Reid, commission chairman; Joseph Whitmore, Fred D. Mathers.

United States: Edward W. Allen, Arnie J. Suomela, DeWitt Gilbert. Milo Moore, Washington director of fisheries, who is expected to be appointed to the commission shortly, sat with it.

Advisory board members attending included:

Canada: R. Nelson, M. W. Black, Peter Jenewein, Charles Clarke.

United States: John N. Plancich, Nick Mladinich, J. R. Brown, C. Karlson, Howard Gray.

Senator Reid of Canada, who has been filling out the unexpired term of Robert J. Schoettler of the United States as chairman, was elected by the commission as its chairman for two years. Mr. Gilbert of the United States was elected vice chairman and secretary.

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Report from the Hamburg Fishing Gear Congress —

Today's Trends in Trawling

By
DAYTON L. ALVERSON

● The First International World Fishing Gear Congress was held in Hamburg, Germany, between Oct. 7 and 12, 1957. The congress was conceived by a small group of gear specialists and technologists in 1954, was sponsored by the Food and Agriculture Organization of the United Nations, whose personnel recognized the mounting world interest in methods of exploiting the oceans and who planned and carried out the Congress in a successful manner.

The intent of this meeting was to allow for an international exchange of technical information on new fishing methods and gear being developed by fishing nations of the world. The need for such an exchange was apparent. For example, as pointed out by Dr. Kristianson of the F.A.O. Staff, in some areas of the world, the halibut gurdy which has been in use in Norway and the Pacific Northwest for years was entirely unknown.

Close to 500 delegates attended the Congress from about 40 nations. The largest delegation, as might be expected, was the host country, West Germany, with 149 participants. Other nations having large contingents included France, Iceland, Japan, Netherlands, Norway, Sweden and the United Kingdom. Countries from distant seas of the world who were represented at the meeting included Colombia, Cuba, El Salvador, India, Morocco, Peru, Tunis, South Africa, Egypt and the newest member among the World of Nations, Ghana. Russia also sent a group of observers.

The author's attendance at the Congress was made possible through the Ballard Marine Oil Company of Seattle and through assistance from the Washington State Department of Fisheries. The present article will be a general review of the various papers, comments, and technical summaries presented at Hamburg, with some personal views concerning some of the papers, and comments on observations made during the trip.

The diversity of topics and volume of papers presented precludes individual reports of all these presentations; therefore, I have taken the liberty of making summaries of topic headings which seem appropriate. Because of my keen interest in trawl fisheries, and as there were many reports on this subject, trawl fishing received the nod for the first topic of review.

World Trawl Fisheries

● Unlike the west coast of North America, trawl fishing for demersal and pelagic fish play a major role in the economy of many leading fish producing nations. England, Scotland, Iceland, Japan, Russia, West Germany, France, Holland and the Scandinavian countries land tremendous quantities of cod, hake, coal fish, redfish, herring, flounders, halibut, haddock and other trawl-caught fish daily. The deep-sea trawlers fishing out of these countries range from 150 to 220′ in length.

One important recent development of North Atlantic trawling has been the introduction of large stern-set trawlers. The design trend of deep-sea trawlers of the future points to several fundamental changes. The single deck trawler arranged to handle the net over the side will almost certainly give way eventually to the use of shelter deck vessels using stern ramps for handling the gear.

This radical development has resulted from the desire of operators to convert trawlers from strictly fishing vessels to self-supplying factory-trawlers. The demand for additional space to accommodate processing equipment and increased crews subsequently led to the shelter deck design. Handling the catch over the side as in conventional trawling presented serious handicaps on a shelter decked vessel with machine processing equipment aboard. British designers seeking to overcome this disadvantage suggested the stern chute and eventually built the factory trawler *Fairtry*. The successful trials of this vessel

NOTE—Mr. Alverson is a biologist and fishing gear specialist on the scientific staff of the Washington State Department of Fisheries, with special assignment to the trawl fish studies. He attended the International Fishing Gear Congress in Hamburg and is writing a series of articles on it for this journal, of which the accompanying report is the first.

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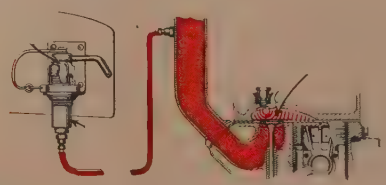

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Trawlers' Mothership which works with the fleet of Japanese trawlers fishing in the late summer and early fall over the Bering Sea shelf from the Aleutian Islands north to Norton Peninsula.

and the subsequent numerous Russian stern-ramp factory trawlers (designed and built by West Germany) has established the factory trawler and cleared the way for more general use of stern trawling technique.

Numerous difficulties at first encountered in handling the intricate gear over the stern have now been solved. In discussing fish trends in Bremerhaven, Germany, with companies using the stern-ramp trawlers *Heinrich Meins* and *Carl Kampf* there seemed to be agreement that certain difficulties still need to be solved before these vessels will be satisfactory. However, the owners were sufficiently pleased with their operation to place orders for additional stern trawlers. The advantage gained in quicker, safer and easier handling of the gear in foul weather would more than offset the rigging difficulties encountered.

The larger factory vessels may handle close to a million pounds of fish. The *Fairtry* has a capacity of 700 metric tons, plus by-products. To handle large catches over the ramps these vessels use double cod ends, which allow for greater water flow through the nets, decrease the lifting pressure on the fish and therefore produce better quality.

Fish are frozen or handled fresh on the factory trawler. Oils are extracted from fish livers, and the waste from filleted fish and varieties not suitable for food are made into fish meal.

While the stern factory ship appears to be making a strong challenge in the field of deep-sea trawling, it is doubtful if the conventional trawler will yield its position of prominence for many years. There are now thousands of the side-set steam and diesel trawlers fishing from the ports of Europe. Many of these are modern and well-equipped vessels. New construction of the conventional trawlers greatly outnumbers the new stern-set factory type, of which there are now 28 in use in the North Atlantic. The Russians are operating 24 of these, the West Germans two, and the English two. More are under construction.

● The Russian deep-sea trawl fleet, which now numbers 1800, is also quite impressive. The pressure of the Russian fleet is being felt by Britain and other European trawlers on the North Atlantic trawl grounds. Skippers in England fishing the Barents Sea, White Sea and other far northern areas report they are sometimes outnumbered 6-to-1 by Russian vessels. In addition to the present fleet, orders for more trawlers have been placed by Russia in England and other European countries. The competitive pressure on distant trawl grounds seems to indicate a keen awareness of the Russians as to the importance of fish in augmenting other protein sources for feeding an ever-increasing population. To date Bering Sea ground-fish stocks are only exploited by trawlers from Japan. However, the development of modern efficient factory vessels which can operate 50 days or more without refueling makes this area a possible target for the future.

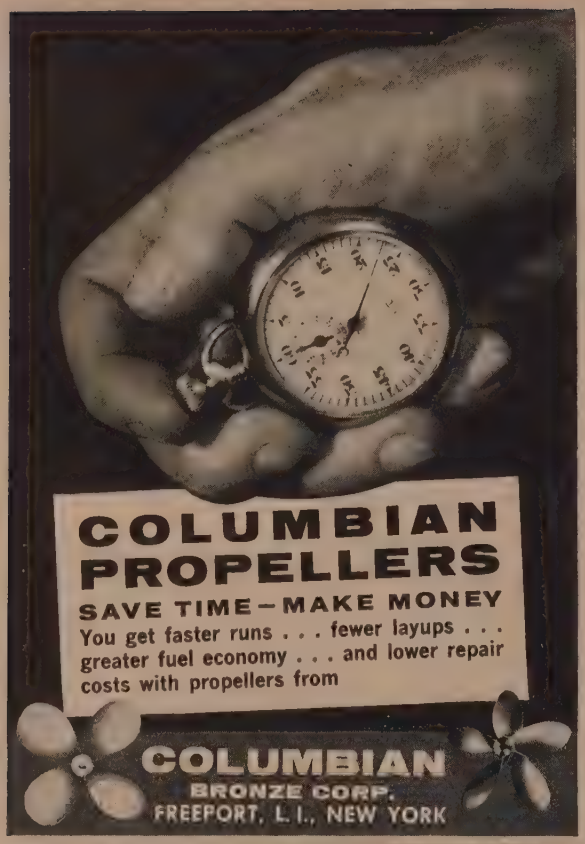
● Main argument against mother ship operations has been the problem of transferring catches in rough seas. This difficulty has led to recent preference for the factory trawler over the mother-ship operation. However, mother-ships are still used by several countries and a number of methods have been tried for handling the catches at sea.

Transfer by tackle runners and fish containers has been and is used by both Poland and the USSR. During the operation the two ships are fended off by means of several triple-tire fenders, but obviously this technique could not be used in a heavy sea. Transfer by means of pipe lines, originally experimented with in the U. S., has been tried using water pumping (Newman pump) for flushing the fish. Continued breaking and leakage occurred during rough seas and the system could not be maintained.

A unique solution to this problem is a method tested successfully aboard the research vessel *Anton Dohrn*. It requires the net to be actually divided transversely in the lengthener or intermediate. By using a number of thimbles for the cleavage and passing a rope through the thimbles, the two parts of the net can be quickly separated. When transferring, the net is hauled up on the trawler and pulled over the rail to the cleavage area. The cod-end is then freed, attached to a buoyancy ball and connected to a radar reflector and light buoy. Once free, the net floats until picked up at the mother-ship. Examination of fish handled in this way indicates no loss of quality after drifting for various periods.

● Mother-ship operations use several fishing techniques. The Soviet fleets use a scout ship to search out new grounds. When concentrations of fish are found, the other vessels of the flotilla are called in. The Japanese operate in a similar manner.

Some details of the excellent catches being made by the Japanese mother-ship operation in the Bering Sea are reported by Capt. Carl Serwold, skipper of the *Tordenskjold,* who says trawlers make hauls of close to 10,000 lbs. of sole per drag. According to Captain Serwold, these vessels transfer fish by allowing the mother-ship to take the cod end of the net aboard. The use of mother-ship trawl operations by the U. S. in the North Pa-



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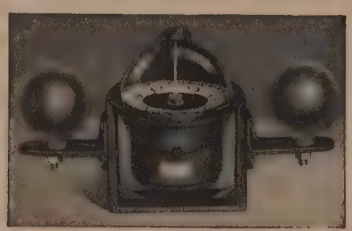

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FISHERMEN'S DOCK

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cific is now confined to the King Crab fishery.

● Stern chutes for handling nets may have some use even with the smaller West Coast trawlers. Stern setting has been common on the Pacific Coast of North America and in the Mediterranean for years, and recently the principle of drums to assist in bringing nets at least partially over the stern has been used by several Puget Sound vessels. Further modification of this technique to include a stern ramp is considered both possible and practical by some west coast fishermen and boat designers.

● Several new types of trawl kites for lifting the mouths of trawl nets were described at the Congress and one called a "Net Mouth Stretcher," developed by the Japanese, and a French elevator (Exocet) kite gave evidence of being successful and worth trying in our fishery. The Japanese kite, using a special wedge-shaped piece of netting sewed in at the aft end of the wings (called a gusset) raised the headrope until it was almost double the height normally attained. The design and pattern of these new kites, along with many suggestions for net construction, were obtained at the Congress. Fishermen wishing further details are invited to write directly to the author in care of *Pacific Fisherman,* 71 Columbia Street, Seattle 1, Wash.

On display at the meeting was the trawl cable meter designed and built by the Olympic Instrument Company of Vashon, Wash. Considerable interest was shown by Europeans in the larger model of this device, which can measure wire from ½" to 1" in diameter and pass all splices through the meter. Cable meters, which replace the use of conventional wire markers, may find a welcome market with North Atlantic trawl owners.

Amongst the host of speakers at the Congress was a man with a problem. A special delegate from the Western Union Telegraph Co. told the gathering that between 1946 and 1950 there were 356 cable days lost in the area of Newfoundland through damage caused by trawlers. Until 1956, the cables were unharmed since they were laid some 75 years ago. The outbreak of damage has been laid to the spreading search for new trawl grounds.

● Although life saving gear was not a topic discussed at the Hamburg Conference, the adoption of the new self-inflating life rafts by European trawlers was apparent on many of the vessels visited. This new equipment, which can be easily launched in all types of weather, has a hood which protects the user in sub-zero temperatures. The rafts have been so successful that Icelandic trawlers are now required by law to carry the hooded, self-inflatible rafts. Several English fish firms also require this type of gear aboard their trawlers and have given up conventional lifeboats, which are difficult to launch and expose the occupants to the North Atlantic wind and cold.

The self-inflatable rafts can be launched by two men, are easy to board and give excellent protection. They are built in various sizes for small or large vessels. It might be well to look into the matter of safety equipment carried aboard many of our local trawlers and halibut vessels with an eye towards improving the chances for survival at sea.

Mid-Water Trawls

● Although a number of mid-water trawls have been developed and are now being used successfully, they are still considered in a state of evolution. Mid-water trawling, a recent development, is generally confined to herring-like fishes and cod. The *John N. Cobb* out of Seattle has also reported fair catches of hake, dogfish and rockfish with mid-water gear. An excellent report on the two and one-boat mid-water trawls now in use was given by B. B. Parrish of Aberdeen, Scotland.

Probably in no other method of fishing is the behavior and biological knowledge of a species so important. Much of the variability in design of mid-water gear has evolved from differences in behavior, distribution and habits of the exploited resources. Present day mid-water trawls are classified by Parrish into two groups: Two-boat and single-boat trawls. Personally, I would further divide these into pelagic trawls which operate entirely free of the bottom and those using doors which ride on the bottom and fly the net free. The best known mid-water trawls are: the two-boat Larsen Atomic trawl; the Icelandic trawl; and the recently developed British Columbia trawl. Although considerable progress is being made in mid-water trawl net designs, no specific net can be recommended for a particular fishery or species. Success of a mid-water trawl for one species does not guarantee its suitability for others. It might further be added that even in the same species there may be differences in regional or age behavior which might make mid-water trawling successful in any one area or at some particular life stage and not at others. Designs of various mid-water trawls in use and specific needs for this type of fishing were given at Hamburg.

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This Fine Troller is a Real Bargain!

Northern-type Troller, 58' x 16' x 7½', equipped for salmon and tuna. Has everything. Built 1954. Cash or half down, balance on time. Price about half replacement cost. Boat in first class condition and is one of top ten boats in tuna fleet. Picture and specifications furnished on request. Must sell to settle estate. Box 464, Pacific Fishermen's News, 71 Columbia St., Seattle 4, Wash.

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Pacific Shrimp Inc. wants boats to go shrimping. We prefer fishermen willing to invest in a coming industry. Secure a market and a return on a sound investment. Contact A. J. Conger Jr., Pacific Shrimp Inc., 1399 Miller Lane, Astoria, Oregon; Phone 5 6125.

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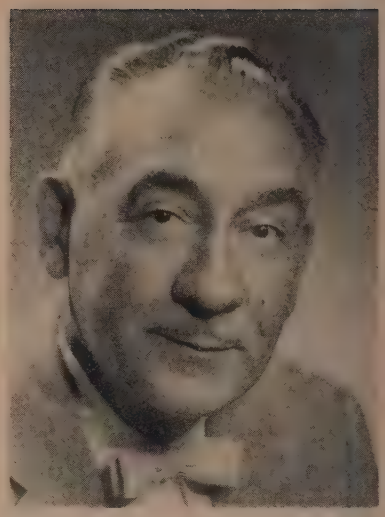

David C. Graham in December entered upon his duties as sales manager of Burmeister & Wain American Corporation. He is a mechanical engineer of broad sales experience, having served the Nordberg Manufacturing Co. for 10 years as sales engineer; and during the fall spent seven weeks studying Burmeister & Wain products in Denmark, as well as at the Lathrop Engine Division in Mystic, Conn., main office of the American company.

Synthetic Rope Information In Booklet by Tubbs

A most informative and interesting folder on synthetic rope has been published by Tubbs Cordage Co., 200 Bush st., San Francisco.

The folder answers many of the questions asked regarding synthetic rope and tells where and how it is used, the chief characteristics of each kind, and the specifications of each size.

Among the synthetic ropes made by Tubbs are nylon dacron, and high tensile polyethlene.

Tubbs Cordage Co. would be happy to mail a copy of this booklet free to anyone.

Fellows and Stewart Handle Norseman Engines

Fellows & Stewart Shipyard on Terminal Island, California, in November took over the distributorship for Norseman gasoline marine engines. They will also carry a complete supply of parts.

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ILWU Bares Gear Control Program for Puget Sound

• Limitation of salmon gear permitted in Washington state as a means of controlling intensity of fishing and consequent excessive drain on the resource is proposed by a program unanimously adopted by the 9th annual conference of the ILWU Local 3, Fisheries Division, at Seattle in December.

Although the union continues to contend for a 7-day fishing week, with gear limitation which will permit daily escapement of a portion of the run, it accepts the pattern of a five-day week for the present.

Becoming specific in its program, the union statement says:

"For a five-day fishing week in Puget Sound, as part of the overall program the gear must be limited by regulation and legislation, if necessary. The following is suggested:

"1. License a limited number of canneries.

"2. Each canner to be limited to a maximum number of units of gear. (a) Available licensed units of gear for 1958 shall be limited to the following: 370 gill nets, 100 reef nets, 190 purse seiners.

"3. Regulations to specify length and depth of gear, hours each type of gear shall fish a day; afford equal opportunity for such licensed gear."

Union Fishermen's Co-op Pays $5 Dividend

Second half of a $5 dividend for 1957 was ordered by directors of the Union Fishermen's Cooperative Packing Co. of Astoria late in December. Announcement was made by Carl Moberg, president, following a report by Rolf Ostrom, manager, showing that the company had packed approximately 40,000 cases of salmon and 7,000 cases of Albacore.

Colla Dies at Sea Aboard Tuna Clipper

Joseph Colla, co-owner and captain of the tuna clipper *City of San Francisco*, died at sea 200 miles south of San Diego off Baja California on December 18. Captain Colla is survived by his widow, three daughters, his mother, two brothers and three sisters.

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French Diesel-Electric Tuna Clippers Sparked by Hanson

● Diesel-electric propulsion proposed by a Seattle naval architect is driving a tuna clipper adapted from one of his designs in the French African tuna fisheries off Dakar — and so successfully that three more identical vessels are under construction in France.

This is the word brought back from the International World Fishing Gear Congress held in Hamburg, Germany, in October by H. C. Hanson.

Who is the architect who made the suggestions, and when? One guess.

H. C. Hanson.

Right; and it was at the 1953 International Fishing Boat Congress in Paris that they were made.

At that time Mr. Hanson in a discussion of fishing vessel power made a suggestion which is quoted in the official transcript of the conference as:

"One revolutionary improvement would be to place diesels in the forepart and an electric propulsion motor in the stern. This would do away with shaft alley, intermediate bearings and shafts; and all the wiring would be placed in the wings. It would be a very practical and useful design."

At the Paris meeting he also presented a paper in which he discussed in much detail, with tables, graphs and lines, the 100' combination tuna clipper and trawl vessels built for the United States to serve the experimental mothership *Pacific Explorer*. These steel vessels are the *Alaska, Washington, Oregon* and *California*.

● At the Hamburg conference last fall Mr. Hanson was approached by E. R. Gueroult, a Paris naval architect, who told him that he had applied the diesel-electric drive suggestion made by Mr. Hanson to a hull fashioned to resemble the Hanson 100-footers, and that the vessel was performing so satisfactorily that three more identical clippers were being built.

The material changes in design, other than in the engine placement and location of the bait and cargo wells as result of elimination of the shaft alley was in carrying the hull plating forward up to the pilothouse level, and substituting a transom for the original compromise stern.

The French clipper, which is of wood and named *Bluefin*, is powered with twin high speed diesels with a combined rated horsepower of 875. They are operated to deliver 675-hp. at the shaft. As appears in the accompanying drawing, the engines are set well forward, while single propulsion motor is placed in the extreme stern of the vessel, driving the propeller shaft through a silent chain belt. The vessel delivered 9.75 knots loaded on her initial trip.

● Advantages of the diesel electric drive cited by Mr. Hanson and confirmed by the French architect are: ability to operate the vessel at any speed, including extreme slow, which is often highly useful in fishing; greater cargo capacity as result of the elimination of the shaft alley; elimination of the shaft and bearing troubles common to tuna clipper design where the extended shaft runs through the cargo spaces; the flexibility inherent in multiple engines, with the ability to use only such as may be needed, and to locate them in the vessel where space offers on the demands of trim are served.

Norman Freeman, Halibut Scientist, Dies Suddenly

Norman L. Freeman, whose life was linked with the solution of the biological problems of the Pacific halibut and the rehabilitation of that species and the fishery it supports, died of a heart attack early in December at his home in Seattle. He was 57.

He was a charter member of the staff which Dr. W. L. Thompson gathered in 1925 to attack the problem presented by a halibut fishery whose depletion to the point of economic extinction seemed imminent. To this task he devoted the rest of his life. In its success he built a monument to a work done quietly, modestly, selflessly and well, asking no credit other than that which reflects upon the honest scientific workman.

Mr. Freeman was born in Vancouver, B. C., and was a graduate of the University of Washington School of Fisheries.

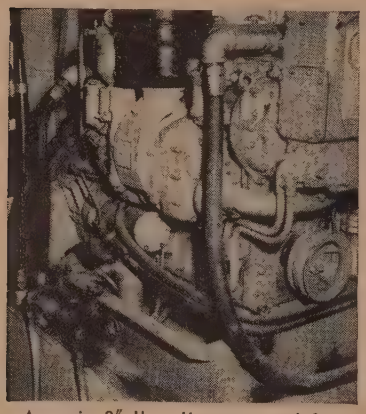
He had suffered a severe heart attack October 15, but seemed to be recovering satisfactorily; and was counting upon returning to his duties with the Halibut Commission within a few weeks when he suffered a second and fatal attack on the morning of December 9.

J. Arthur Lind Dies

J. Arthur Lind, 68, died at Seattle early in December. A number of years ago he was the manager of the Independent Fish Co. at Seattle, but had not been actively connected with the fish business for a considerable period.

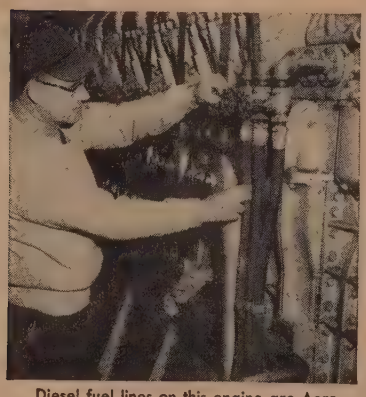
Aeroquip Flexible Piping Resists Corrosion . . . Cuts Installation Time

Because they overcome alignment and routing problems, Aeroquip Marine Hose Lines with Reusable Fittings install in a fraction of the time required for rigid piping. They include hose styles that withstand vibration, extreme heat and cold, are fire resistant, non-corrosive. Below are only a few examples showing how they are used advantageously for hull and engine piping. For complete information, see the Aeroquip Distributor listed in the Yellow Pages of your Telephone Directory or write us.



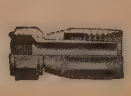
Aeroquip 2" Hose Lines are used for water lines on an auxiliary engine that drives a generator aboard a tug.

Dependable hydraulic lines to tug steering rams were made from Aeroquip ¾" 1509 Rubber-Covered High Pressure Hose.



Diesel fuel lines on this engine are Aeroquip. Hose lines are also available for LP-Gas, Freon 12, air, steam, salt and drinking water.

On this tug, an alignment problem was overcome when Aeroquip Flexible Piping was used to complete a 4" oil line.



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Consolidated Fisheries To Liquidate Business

Consolidated Fisheries, Inc., San Francisco, one of northern California's leading wholesale fish producers and distributors, has decided to liquidate, according to L. F. Hubbard, secretary of the company.

Consolidated was founded in 1933, formerly being the fresh fish department of F. E. Booth Co., Inc. The branches, receiving stations, trucks inventory and other assets will be sold. Tom Lazio Fish Co., Eureka, has purchased Consolidated's two trawlers, *Joseph Alioto* and *Crescent No.* 2, and also the Eureka branch. Joe Sabella, manager, and S. J. Newcomer, office manager of Consolidated in Eureka, are going with the Lazio firm.

I. Alioto, president of Consolidated, and Mr. Hubbard will remain during the liquidation.

A new wholesale fish firm, Consolidated Fish Co., has been formed by Sal Alioto, vice-president of Consolidated Fisheries, Inc., and his nephew, Joseph Alioto, son of I. Alioto. This firm will occupy part of the premises formerly occupied by Consolidated Fisheries, Inc.

Japanese Fish Reduction Gets Set for Bering

Still under Finnish registry, the 9,600-ton steamer *Vaasa* reached Japan early in December to be equipped by Hokuyo Suisan K.K. with Japanese fish reduction machinery. She is scheduled to depart with 20 fishing vessels for the eastern Bering Sea sometime in May to produce fish meal for Germany orders.

Philip Crawford Retires

Philip M. Crawford, for many years manager of the Seattle field office of the Department of Commerce, retired Dec. 31. He had been manager of the Seattle office since 1937, and in that capacity had been able and willing to render frequent, valuable and willing service to fishing businesses.

Succeeding Mr. Crawford as manager at Seattle is William H. Flood, who has served as business analyst in the office since 1946.

Peter Hjorten Dies

Peter Hjorten, long a leading figure in the salmon trolling fleet fishing out of Puget Sound, died early in December at the age of 68.

A native of Norway, he lived for years in Astoria, moving to Seattle 35 years ago. He was owner of the troller *Vider II* and had been an active member of the Fishermen's Cooperative Association for many years.

Japan Outlines Position On Tuna Relief Measures

● Japan's official position with regard to the King and Magnuson Bills, pending in Congress, has been communicated by Tokyo to Ambassador Asaki in Washington. He has his orders to base opposition to the measures, which would place quota and duties on Japanese tuna shipments to the United States, in particular applying duty to frozen tuna, on these points:

1. Japanese engaged in the tuna industry in one way or another number 3.5 million individuals. The Japanese tuna industry is maintained by exporting 30% of its catch to the United States. Failure of this export trade would deal a severe blow to the tuna industry and the Japanese economy generally.

2. The current export price of frozen Albacore and Yellowfin stands at $270 and $220, respectively. The 3 cent tariff rate per pound proposed by the King Bill would raise the price of some of the Japanese frozen tuna exports to $406 and $356 per ton. The present fob. price of tuna canned in brine, now $5.50 per case, would rise to $13.09 if the proposed tariff rate of 35% should be added together with the usual shipping expenses.

3. As a control on tuna production, Japan has restricted issuing new licenses for fishing vessels. As regards export of the product, the quantity and selling price are both officially controlled in Japan, which makes such U. S. controls as are proposed by the bills in Congress unnecessary.

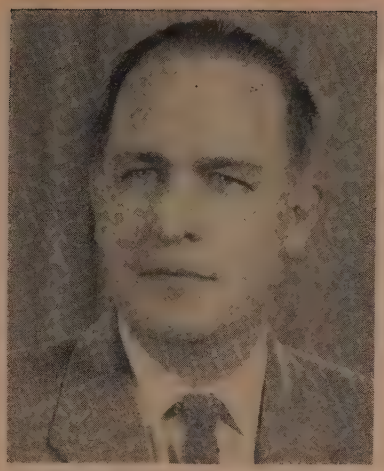
10,000 Tons Japanese Tuna to Italy in 1957

Currently some 15 Japanese long-line tuna clippers, including several newly built 1,000-tonners, are engaged in operations in the Atlantic with their catches being landed in Italy.

The fisheries have been developed since early months of 1957. It was estimated that such landing at Italian ports would attain 10,000 tons by the close of the year. According to an Italian importer of Japanese-caught tuna who visited Japan recently, the tuna are being readily consumed at the Italian canneries, but improved timing to avoid congestion of landings is desirable.

2 Sold as Shrimpers

Two California fishing vessels were sold to Mexican interests and left last month for the Gulf of Mexico, where they will fish for shrimp for Amadores de Guaymas. They are the *Rose Ann*, 73 tons, built at Newport Beach in 1945, and the *Sal C.*, 43 tons, built at Sausalito in 1944.



E. Arthur Williamson, who becomes manager of Pacific Fisheries, Ltd., Prince Rupert subsidiary of San Juan Fishing & Packing Co.

Madruga and Chapman Talk Tuna in Japan

President Joseph Madruga and Dr. W. M. Chapman, director of research, of the American Tunaboat Association visited Japan from December 3 to 16, discussing tuna problems in the United States with many leaders in the Japanese tuna export business.

Reports from Japan indicate that they explained to the Japanese the King and Magnuson bills pending in Congress and their reasons for supporting the movement.

They were able to show the Japanese the problem of U. S. tuna marketing, with the price index of this commodity declining steadily while virtually all other food indexes have been on the rise. They indicated a rise in the price of American Yellowfin to $290 per ton was essential to health in the U. S. industry.

The Americans were able to confer with the very highest levels in Japan, having meetings with Munenori Akagi, Minister of Agriculture and Forestry; Hideo Akuhara, director of the Fishery Agency; and Tatsunosuke Takasaki, president of the Japan Fishery Society.

World Netting Market Studied by Marlon

Ben Ichiyasu, distributor of Marlon netting in the United States, Canada, Mexico and Central and South America, returned to his California headquarters last month from a netting survey trip to Europe and Africa. He visited Iceland, Denmark, Norway, Sweden, Finland, England, France and Germany. In Germany Mr. Ichiyasu attended the International Fishing Gear Congress at Hamburg. In Africa he observed fishing methods in Morocco, Angola and French West Africa.

C.R.P.A. 1957 Pack Sets Production Record

With a pack exceeding 1,250,000 cases in volume, production of the Columbia River Packers Association established a new record in 1957, T. F. Sandoz, president, announced to the company's stockholders at their annual meeting in December. While profit figures for the year were not then available, Mr. Sandoz expected they would exceed those of the previous year. A dividend of $1 per share was declared.

T. W. Dant, president of Dant & Russell, Inc., was elected a director; and J. F. Hoagland and J. S. McGowan were elected vice presidents. Mr. Hoagland is in charge of fisherman relations and fish purchasing for the Columbia River and Oregon coast, while Mr. McGowan is an assistant to the president, responsible for coordination of production and sales and direction of the company's advertising program. W. R. Thrall, secretary, became secretary-treasurer.

The record production for 1957 extended to dollar value as well as case quantity. Mr. Sandoz reported that 1957 found tuna production in the Hawaiian Islands and salmon canning on the Columbia River lower than in 1956, while the tuna pack at Astoria and the salmon packs in Alaska and on Puget Sound showed advances.

Hodges Leaves Oregon For Federal Fisheries

John I. Hodges, biologist, who has been acting director for the Oregon Fish Commission since Milton C. James returned to the Pacific Marine Fisheries Commission, resigned early in December to accept a position in the Washington, D. C., headquarters of the U. S. Bureau of Commercial Fisheries.

He is the fourth ranking officer of the Oregon department to shift in recent years to a high post in the federal fisheries agency.

Arnie J. Suomela, former Oregon director, is now commissioner of the U. S. Fish and Wildlife Service; Donald L. McKernan, formerly Oregon research chief, is now director of the Bureau of Commercial Fisheries; and John Gharrett, who was an Oregon Fish Commission biologist, is now acting regional director of the Bureau of Commercial Fisheries in Alaska.

H. P. Ford, San Juan Veteran, Passes

Henry P. Ford, who was purchasing agent for the San Juan Fishing & Packing Co. for 43 years prior to his retirement in 1955, died at Seattle in mid-December at the age of 74.

B. C. Herring Operations Limited in Character

While herring production in British Columbia waters this winter will be sharply down as a result of the fishermen's disagreement with plant operators over price, a few separate pacts with individual processors were signed in December.

National Packing Co. reached an agreement with the fishermen providing for a full crew complement of eight men on all seine boats, a minimum of 12½ shares in each seine unit, the same crew complements on packers as in 1956, etc. The rate per man per ton in this contract was set at $1, which is 6 cents below 1956, and a rate of $12.50 per ton landed, compared with $13.25 last year.

National Packing Co. planned to operate two seiners and two packers out of a plant at Shingle Bay on Pender Island. The company also contemplated a trawl agreement.

Tulloch-Western Fisheries, Carlyle Fisheries and Lions Gate Fisheries also reached agreement with the herring fishermen for trawl-caught fish for food and bait, providing a minimum rate of $33 per ton. These agreements provided for a limited catch of herring for use in pickling, kippering and other specialty packs.

Daiichi Reefer Serves New Hebrides Plant

A new refrigerated vessel specifically for hauling frozen fish from the Japanese-British-American tuna fishing, freezing and shipping venture in the New Hebrides has been commissioned by Daiichi Bussan K.K., one of the great Japanese trading firms.

The craft is of 903 gross tons, 217' long, and has 1,020 cubic meters of cold storage space. She cruises at 13.5 knots and is expected to deliver fish from the Santo base, after which she takes her name, *Santo Maru*.

Washington Fish Co. of California is one of the principals in the tuna venture, which contemplates Japanese catching, British freezing and American selling and canning.

Van Camp Headquarters Moving to Long Beach

Early in 1958 Van Camp will move its general offices to Long Beach, where construction of a two-story building is planned. The company will continue to occupy its present offices on Terminal Island, but they will house supervisory personnel and pay offices only. Reason given for the move: The company needs more office space. About 350 persons will be relocated in the new office.

190 Million Maximum Safe Yellowfin Catch

In an address given recently at La Jolla, home of the Scripps Institution of Oceanography, Dr. M. B. Schaefer stated that Yellowfin tuna is a resource that can be overfished. Maximum catch in the eastern Pacific should not exceed 190 million pounds per year. Production at present is much below this figure. As for Skipjack, Dr. Schaefer said that there is no indication that the local fleet can overfish this species.

Dr. Schaefer also reported that if present tuna grounds become depleted, the domestic fleet will find ample supplies of tuna in the central and south Pacific regions.

Dr. Schaefer is director of the Inter-American Tropical Tuna Commission, which began its investigations in 1951.

J. V. Manners Jr. Heads Paperbox Corp., Oakland

John V. Manners Jr. has been elected to take the place of his father the late John V. Manners Sr., as president of the Paperbox Corp., Oakland, Calif. Paperbox Corp. is one of the leading manufacturers of food cartons used in the Pacific Coast fish packing industry.

Elizabeth's Twin-Diesel Installation

—by Lister

Of Particular Interest To Coast Fishermen

RECENTLY REPOWERED with twin FRM6 6 cyl. Lister Diesels with 3:1 gear reduction, the 58 ft., 30 ton M/Y Elizabeth is an exceptionally sturdy, offshore vessel. An Air-cooled Lister LD1 drives her 1.5 KW, 32-volt battery charging generator. Each propulsion engine is rated at 54 HP @ 1800 RPM. (Gross rating 78 HP.)

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Pacific Coast Distributors:

Horace Mercurio
223 Alvardo Street
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Salmon Bay Terminal
Seattle 99, Washington

Olsen-Johns Ship Chandlers
36 Tuna Lane
("G" Street Pier)
San Diego 1, Calif.

Alfred Puusti & Company
238-240 West Marine Drive
Astoria, Oregon

FCA Coos Bay Station Built To Save on Shipping Costs

● Troll salmon marketing facilities of the Pacific Northwest will be brought to a new level of completeness and effectiveness with the opening of the 1958 season as result of the construction of a receiving and processing station of the Fishermen's Cooperative Association of Seattle at Charleston, Ore., at the entrance to Coos Bay, on the Southern Oregon coast a short distance north of the important Cape Blanco trolling area.

This station, which will cost $200,000, is about 100 miles south of the troll salmon center at Newport, Ore., and about 140 miles north of Eureka, Calif. Provision of adequate facilities at Coos Bay will fill a gap on the Oregon coast which has long cost trollers money because of the necessity of making the long run north or south from Cape Blanco to a market with sufficient facilities to provide price competition.

Bert Johnston, manager of the Fishermen's Cooperative Association, says the Coos Bay station will make it possible for the fishermen to make a substantial saving on each pound of fish sold by permitting handling in quantity where shipping costs are lower.

Sales of fish delivered to Coos Bay will be handled through the cooperative's Seattle exchange, but buyers may direct the FCA to make the shipment direct from Coos Bay, thus saving the time and cost of assembling the fish at Seattle in cases where quantities are such that cars or truck loads can be made up at the receiving station.

The structure, which is being built on property of the Port of Coos Bay in the protected entrance of South Slough, just inside Coos Bay, will have two stories and will be served by two electric fish hoists, three heavy-duty refrigeration compressors, and flake ice machines.

The fish receiving floor on the lower level will have a sharp freezer, shelf type; and a cold storage room with two-level temperatures so it may be held just above freezing for fresh fish, or at zero for frozen.

On the upper floor there is a frozen fish cold storage room and also a large ice storage room with capacity for several hundred tons of flake ice. Frozen storage capacity of the two rooms is approximately 240,000 lbs.

● Mr. Johnston finds that the Cape Blanco trolling area and other grounds immediately adjacent to Coos Bay produce about 3,500,000 lbs. of troll salmon annually. Fishing in this area has been handicapped in the past by several factors. The principal one has been the distance from the grounds to a delivery port with facilities adequate for handling fish in substantial quantities; lack of price competition; and high cost and inadequate supplies of ice.

Japanese Packers Get Kickback from Boats

After months of controversy over the high cost of Red salmon to the Japanese motherships in 1957, as against the weaker prices due to the large pack, compromise was reached this winter by which the fishing vessels will each remit Y600,000 to the mothership-operating company.

* * *

St. John Bosco, San Francisco trawler, skippered by **John Lampi, Jr.,** which had been used as a salmon pick-up boat and has been laid up since then, is being rigged again for trawling and will fish for Cattolica Fish Co., Fishermen's Wharf, San Francisco.

* * *

Seal, well known dragger formerly owned by **Attilio Nardi,** San Francisco, has been purchased by **Elias Weeks,** Santa Rosa.

* * *

Jo-Jo, salmon troller formerly owned by **Salvatore Cardinale,** has been sold to **John** and **Dorothy Lannon,** Sacramento.

Tom Ivey Heads Union

Terminal Island's Cannery Workers' Union elected Tom Ivey president last month. In the same election, Andrea Gomez moved into the vice presidency. Voters of District 2 elected Arnie Miranda business agent. In District 3 their choice was Steve Edney. Pilar Sandoval won the post of secretary and Helen Mota that of treasurer.

The following won seats on the executive board: Alice Stiles, Marie Sandoval, Eva Malsberg, Tony Tovar, Wanda Browne, Nettie Wall, Lee Swift, Harry Bray, Gail Werner and Ethel Lavitt. John O'hara will be sergeant-at-arms and Vivian Battaglia and Ira Nash trustees.

* * *

Angelina, a troller, formerly owned by **Vic Lindwall,** Morro Bay Fisheries, Morro Bay, Calif., has been sold to Shepherd Marine Engine Division, Los Angeles, and will be repowered and converted to a pleasure fishing boat.

Third Halibut Schooner Sold To Columbia

● Three of the Seattle halibut schooners—true schooner-rigged two-stickers—have been sold down the coast to a new home port at Astoria.

The *Eagle* was first, some time ago; and she was followed this winter by the 70' *Columbia* and later yet by the 68-footer *Western*.

The schooners, big vessels built to long-line to Westward, are being converted to trawling. *Eagle* was a famous vessel on the halibut banks, commanded and largely owned by the late Capt. Jacob Engdahl.

This fall Melvin Wick of Astoria purchased the *Columbia* from Fred and Dave Hassel of Seattle, who have retired from fishing. She is powered with a 155-hp. Atlas diesel. Capt. Wick has been fishing the dragger *Trego* out of the Columbia River for a number of years, and plans now to sell her.

Paul Autio, Columbia River mink rancher who fishes scrap fish for the mink food trade, purchased the *Western* from George Eliasen, Ed Floness and Olaf Bordwick. She was taken down the coast by Phil Pinkstaff, running into a gale which tested her fully and called for all she had in seaworthiness. She is powered with a 150-hp. Caterpillar diesel.

Mr. Autio is a vigorous exponent of brine refrigeration for fishing of any kind and will equip *Western* with tanks into which her catch can be run as fast as it comes aboard. His *Marie H.*, which he now plans to sell, is so equipped and has proved the effectiveness of the system.

Pot Warp Strangles S. F. Crab Fisherman

The many friends of Victor Montalbano, 51, well known San Francisco fisherman and owner of the crab boat *Baby*, were shocked to learn of his accidental death off Bolinas Bay last month.

Mr. Montalbano somehow got caught in the wire rope pulling up his crab traps and was strangled to death. *Baby* was sighted drifting by Angelo Costanzo, skipper of the crab boat *Sal C.*, and his crewman, Joe Romani, who brought Mr. Montalbano and *Baby* in to port.

Mr. Montalbano leaves a wife and two children.

* * *

John Dean, 60, veteran San Pedro fisherman, died May 23 at his home. A native of Zlarin, Yugoslavia, Mr. Dean had lived in San Pedro 35 years.

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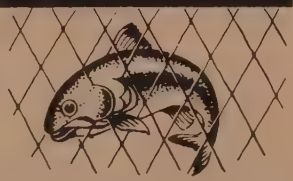

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Nuttal-Styris Company
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FOOD FISH MARKETING

Section of PACIFIC FISHERMAN--

News and Views of National Trade in Fish and Shellfish

January 1, 1958

Canadian Pink Sellers Resent Dumping Charge

● Complaint was filed by U. S. interests in November against two British Columbia exporters on the ground that they were selling Pink salmon in the U. S. at a price lower than the prevailing home market quotation. Investigation by the customs department was requested.

The Canadian exporters deny the charge and maintain that their shipments should not be held liable for dump duty charges. The Canadians are particularly concerned over reports indicating that legislation may be introduced at the next session of Congress making it unnecessary for the government to prove damage to domestic interests as a requirement in imposing dumping duties. The Canadians contend that this proposed amendment is too arbitrary and would set a dangerous precedent.

So far as the shipments of Pink salmon directly affected are concerned, the quality is standard and, according to the shippers, could not be marketed in Canada. For that reason it is difficult to quote a Canadian price for comparative purposes.

"Some say the current price for top quality name brands is $21," said one Vancouver exporter. "The price for top quality Pink talls for all other markets is $19 per carton of 48's. For standard quality Pink talls — the product we have been selling in the U. S. — it is $18 per carton f.o.b. Vancouver, Canadian funds. Incidentally, Grade B Pinks are being offered freely in the export markets at $16.50 per carton, but we haven't tried to sell any of this grade to the U. S.

"When the major packers sell their advertised brands in the domestic market," the exporter continued, "they guarantee every can and protect the buyers against a price decline on all unsold warehouse stocks for 60 days after date of shipment. No doubt there are generous advertising allowances and other rebates and concessions, so that the packer certainly doesn't realize the full $21. When we ship these standard quality Pinks to Seattle we demand immediate payment with no guarantee against price decline, and so on.

"It's our understanding that the U. S. customs department must prove that we are selling a similar quality of salmon at a higher price in the domestic market, but Canada is primarily interested only in top quality merchandise and I don't think we could sell a similar grade of Pinks in Canada. For that reason it's very hard if not impossible to establish a domestic Canadian price for these Pinks."

The exporter pointed out that Canada had a good Pink pack and the U. S. a poor one, so that there was a strong demand for Pinks in the U. S. Since there is a 15% duty on Canadian canned salmon in the U. S. as well as an adverse exchange rate the B. C. industry has to sell to the U. S. at an $18 price to make the product acceptable there. The American consumer would be the one hardest hit by dumping duties, the Canadian claims.

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Pacific Northwest Market

Market prices currently quoted at presstime by Pacific Northwest brokers and cannery sales department, cases of 48 tine, unless otherwise specified, good quality, as reported by the U. S. Bureau of Commercial Fisheries, Market News Service:

Items and Packages	Per Case	
Puget Sound		
Sockeye, halves	$23	
Sockeye, quarters	13	
Alaska		
Red, talls	33	-34
Red, halves	21	-23
Pink, talls	23	
Pink, halves	13	-13.50
Pink, 4-lb. (12)	24	
Coho, talls	27	-28
Coho, halves	15	-16
Coho, quarters	9.50-	
Coho, 4-lb. (12)	27	-28
Chum, summer, tall	19	
Chum, fall, tall	17	
Chum, halves	11.50-	
Chum, 4-lb. (12)	20	
King, talls	28.50-29	
Chinook, halves	17.50-18	
Columbia River		
Chinook, ½ oval (12)	14	-14.25
Fancy, halves	24	-26
Fancy, quarters	13	-14.50
Choice, halves	17	-17.50
Tuna, Northwest Pack—		
Albacore, fcy., 7 oz.	11.50-12	
Yellowfin, chunk, 6 oz.	9	- 9.25
Yellowfin, chunk, 6½ oz.	9.25- 9.75	
Tuna, Featured Pack—		
Albacore, fcy., 7 oz.	14.85-15.25	
Albacore, fcy., 3½ oz.	8.50- 9.15	
Albacore, chunk, 6½ oz.	10.50-13	
Lightmeat, fcy., 7 oz.	13.75	
Lightmeat, fcy., 3½ oz.	8.45	
Lightmeat, chunk, 6½ oz.	12.00	
Canned Crab—		
Dungeness, 24, 6½ oz.	9.50-10	
King, 48, 7½ oz., fcy.	29.00	
King, 24, ls, fcy.	26.50	
King, 24, 7½ oz., fcy.	14.60	
Northwest Shrimp—		
Wet Pack, 24, 4½ oz.	7.30	

Tuna Dominates Samoa's 1956-57 Export Trade

How much the Van Camp Sea Food Co. tuna canning operations in American Samoa mean to the economy of that American insular possession is evident in the export-import figures for Samoa's trade during the 12 months ending with June 30, 1957.

In that time, out of exports valued at $4,999,537, *canned tuna and other fish accounted for* $4,833,187.

During the same 12 months the Samoan imports were valued at $1,256,868.

Phelps Hollywood Heads Carmel Canning Co.

W. R. "Will" Ernst, for more than 30 years associated with the San Francisco canned food brokerage firm of H. A. Irving Co., and president of the Carmel Canning Co., Monterey, has taken a leave of absence for an indefinite period.

Phelps Hollywood, vice-president of Carmel Canning Co., has assumed Mr. Ernst's duties.

Ready for Smoking, "Tunies" are here shown in the Breast-O-Chicken kitchen in the cellophane casing which will be stripped away after processing. In the picture, on the left, **W. G. Lane,** originator of the "Tunies" idea; **Curt Schirmer,** long-time sausage maker and actual developer of the product; **F. Kerneil Bernardini** and **Edward D'Atri** of the sales staff.

Breast-O-Chicken 'Tunies' Tempt San Diego Palates

● " 'Tunies' taste like the most succulent, most expensive franks . . . but they contain absolutely no meat. Instead, 'Tunies' are made from choicest cuts of high-protein, nutritious tuna. Yet there's not the slightest hint, not the slightest scent, of seafood in their hickory-smoked goodness."

Thus reads a bit of advertising copy from a full-page, two-color newspaper ad that appeared recently in San Diego announcing Breast-O'-Chicken's new product, 'Tunies.' And the description is apt, for 'Tunies' are delicious. As a result of their tastiness and a well-planned advertising campaign, 'Tunies' were selling at the rate of 25,000 lbs. per week in the San Diego area two weeks after introduction.

If sales continue to rise, company officials are prepared to keep pace with the demand. By February, Tunies, Inc., will be geared to produce 200,000 pounds of 'Tunies' per week in its plant in Chula Vista.

In addition to 'Tunies,' the company also has developed a bologna-like product made from tuna which it calls 'Sealomi' and a hors d'oeuvre or cocktail sausage appropriately called 'Mar-Tunie.' As yet only 'Tunies' are available to the public.

W. G. Lane of Tunies, Inc., long ago saw that the use of canned tuna was limited—to sandwiches, salads and casseroles primarily. To grow to its full stature, the tuna industry needed new and tasty products, he felt. Three and a half years ago he put the idea of tuna wieners before C. Arnholt Smith, head of Westgate-California Tuna Packing Co., of which Breast-O'-Chicken Tuna is an associate firm. Mr. Smith agreed with Mr. Lane and made available facilities for research and development of a tuna wiener.

● Credit for their actual development goes to Curt Schirmer, a sausage maker of many years standing and owner of one of the largest independent sausage kitchens in the West. Mr. Schirmer employed an old German recipe, with appropriate variations for its application to tuna, which enters the plant cleaned, skinned and boneless in fillet form. There it is ground and undergoes a four-phase cooking process and finally is hickory-smoked to give the bona fide flavor and color of wieners. The final product, while having only one-third the calories of meat wieners, averages about twice their protein value.

Now, three and a half years after research began, this product of forward thinking and Old World skill is undergoing the test of public acceptance. Thus far, that acceptance has been overwhelming. 'Tunies' are selling like hot cakes in all the major markets in San Diego County — Safeway, Piggly-Wiggly, May Fair, etc.

Asked what he thought of this new tuna product, Harold Cary, manager of the American Tunaboat Association in San Diego, an organization vitally concerned with the health and growth of the tuna industry, said, "I think that they're delicious. We as producers hope that they receive the public acceptance that they deserve. However," he added with a note of caution, "they're entering a highly competitive field." ('Tunies' at press time were priced between the medium and most expensive meat wiener.)

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Fraser Advises London On Trading in Salmon

K. M. Fraser, vice president, B. C. Packers, Ltd., Vancouver, B. C., was one of the industry representatives of Canada at a recent conference in London on sterling-dollar exchange negotiations.

Last year a similar conference was held in Ottawa to determine general policy relating to exchange between Canada and the United Kingdom, although decisions are left to the governments involved.

One of Mr. Fraser's duties was to look into the possibilities of promoting importation into the United Kingdom of British Columbia canned salmon and of stimulating the sale of British fishing supplies overseas.

Mr. Fraser has made several visits to the United Kingdom in recent years with a view to smoothing the way for more business between the two countries. As a step in this direction, B. C. Packers and other British Columbia fishing companies purchased fishboats built in Scotland, British nets and gear and arranged for increased use of Welsh tinplate in the manufacture of cans for the industry.

Loin-and-Disc Trade Suspended by Japan

Exporters of frozen tuna loins and discs have ceased to accept future contracts, state officials of the Japanese Export Frozen Aquatic Products Manufacturers Association. This suspension is apparently intended for a short period pending a study of new sales methods that are expected to be more satisfactory to both the exporter and the importer. Exports of loins and discs have been suspended since the latter part of October.

Firm contracts with importers in the State of Washington and in Puerto Rico for 900 tons will be met by the Japanese exporters.

700,000 Cases of Reds Sold by Japanese

Reports from Japan late in December indicated that approximately 700,000 cases of high-seas Red salmon have been contracted for shipment abroad out of the 1957 pack. How much more can be moved in this sales year is uncertain and there is reported to be some feeling that a substantial carryover into the 1958-9 packing-selling year is inevitable.

Closures and Strike Cut B. C. October Fish

Value of fish landings in British Columbia last October was 40% less than in the corresponding month of 1956—$1,412,000 compared with $2,306,000, according to the Canadian department of fisheries.

The decline was evidently due to conservation closures and a net fishermen's strike pending settlement of the Chum price controversy.

Salmon landings were less than half those reported a year previous and were valued at $912,000.

Malcolm Edwards Leaves Pacific Oyster Association

Malcolm Edwards of South Bend, who has been managing director of the Pacific Coast Oyster Growers Association for a number of years, resigned the office as of January 1. At presstime of this issue it was understood that he would join the staff of Coast Oyster Co.

Records and activities of his office are being transferred to the office of the association secretary, Charles R. Pollock, Ferry Dock, Seattle 4, Wash.

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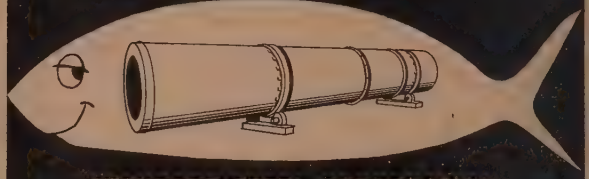

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Bell Street Terminal, Seattle 1, Wash.

B. C. Union Protests Japanese Salmon Purchase

Purchase of canned salmon from Japan has been protested by the United Fishermen and Allied Workers' Union in British Columbia.

In 1956, British Columbia canning interests imported about 200,000 cases of salmon from Japan, and orders for a similar quantity were made at the close of the 1957 season. The reason for this unprecedented trade was the eagerness of the packers to maintain their domestic sales volume during a period when the salmon pack in British Columbia was relatively light.

The union asked the federal government to withhold import licenses unless the packers prove there is a market for all the salmon, domestic and imported, and that the imports will not create a carryover. The union also asked that the imported salmon be not used "as a means of depressing the standard of living of Canadian fishermen and plant workers," and that Japanese salmon be denied the name brands of Canadian companies; instead, that the cans carry a distinctive label denoting their origin.

The fishermen's organization, in its representations to the government, recalls the American protest at the IN PFC meeting in Vancouver over "unrestricted fishing" by the Japanese.

A year ago the union suggested a quota of 5,000,000 fish and later 20,000,000 fish for Japan in the North Pacific, but this was not supported by the canners.

● The Fisheries Association of B. C. answered the fishermen's protest by pointing out that the Japanese imports were directly due to the small production in B. C. and that the three-week strike of fishermen last summer was partly responsible.

"The quantity of canned Japanese salmon we import is limited by the estimate of what is required to serve the Canadian market until our own production is available in 1958," a representative of the association declared. "No importer would be foolish enough to carry over stocks of Japanese salmon to compete with our own pack. It would simply be too costly.

"As far as the labeling is concerned, Japanese imports are subject to the same rgeulations as the Canadian production and the consumer is completely protected as to quality."

Suggestion by the fishermen's union that the Canadian packers have an investment in the Japanese fishing fleet and therefore benefit from its operations was denied categorically by the association, which said that comment on such an "irresponsible" charge was unnecessary.

"Officers of the union consistently demonstrate lack of concern for the market's future," the association statement continued. "Their refusal to face economic facts in the herring industry has resulted in a tie-up of the herring fleet which will damage markets needed for future protection. Their constant efforts to prevent maximum operation of the salmon fishery has cost the fishermen and operators uncounted millions of dollars, and if the union leaders showed the slightest responsibility for maintaining production there would be little need to import supplies to keep salmon stocks on the grocers' shelves."

1958 Sea Law Conference Topic for NCA Fish Men

The 1958 World Conference on the Law of the Sea and its significance to the American fishing industry will be the theme of an address by W. C. Herrington of the Department of State at the Fishery Products Luncheon of the National Canners Association in Atlantic City January 20.

This Geneva conference, due to convene late in February, is regarded as of enormous importance to American fisheries by those who have studied its implications closely. It will provide a test for the validity in international law of the Principle of Abstention; will examine the position of nations seeking to extend their territorial seas beyond historic limits; and may be expected to provide an international disclosure of support for such new doctrines as the 12-mile limit for fisheries while maintaining a 3-mile width for security, as proposed by Canada.

A second address of interest at the NCA meeting will be by Dr. M. B. Schaefer, director of the Inter-American Tropical Tuna Commission, on the subject of "Radioactivity and the Sea Fisheries."

Del Monte Whale Kill Reaches New Record

Del Monte Fishing Co., the only whaling plant in the continental United States, Pt. San Pablo, Richmond, Calif., has concluded its most successful season since it started operations in 1956.

Two hundred and thirty-seven whales were caught off the Farallons and brought into the plant. The catch consisted of 199 humpback, 19 finback, 17 sperm, one sei, and one bottlenose.

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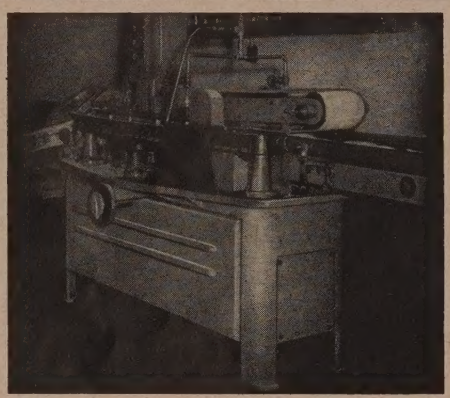

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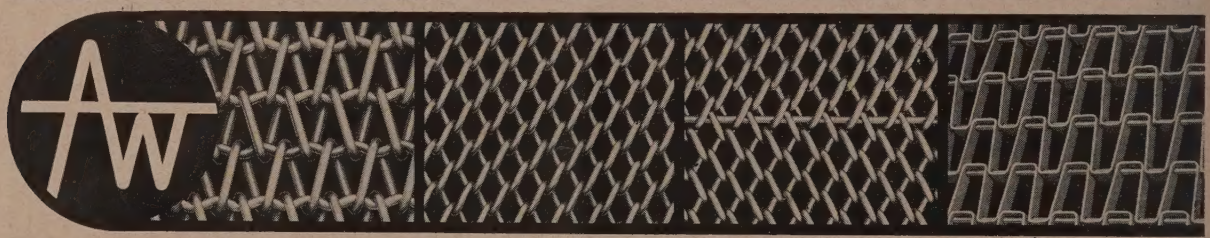

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SOMETHING NEW AT SHEPHERD

Every once in a while in this industry, something really unusual comes along—something that has special interest and is certainly out of the ordinary. I think that this is one of those times, as we now have on our showroom floor a new idea in marine engine application.

Actually, there is nothing really new about a turbocharger. These have been used for many years in the aircraft industry. The Caterpillar Tractor Co. began using turbochargers when the D9 tractor was introduced over two years ago and they have been available since in power plants for several different earthmoving machines.

Also, the Caterpillar D315 Marine Engine is not unfamiliar to boat owners. The really unusual part about all of this is the combination of the two. By this combination we have accomplished some things which certainly seem to me to be very desirable. We have a compact marine power plant which gives 80 continuous horsepower at 1800 RPM requiring fuel consumption of 4.88 G.P.H. This compares very favorably with an unturbocharged engine giving the same horsepower rating which requires fuel at the rate of 5.25 G.P.H. Also, this unturbocharged engine requires 21 more inches in length. The unturbocharged engine with the same gear and accessories weighs 5530 pounds against the weight of 2640 pounds for the Caterpillar D315 turbocharged marine engine.

Another incidental advantage is comparative silence which is experienced with engines using turbochargers. With all these advantages, this turbocharger must be a truly wonderful gadget. We have saved a great amount of space, we have saved fuel, we have saved weight and we have cut down on noise. This is all accomplished by using the energy in the exhaust gases to turn a turbine which is connected to an impeller in the intake system, thus much of the formerly wasted power which went up the stack in the form of heat, pressure pulsations and noise is used to raise intake manifold pressure.

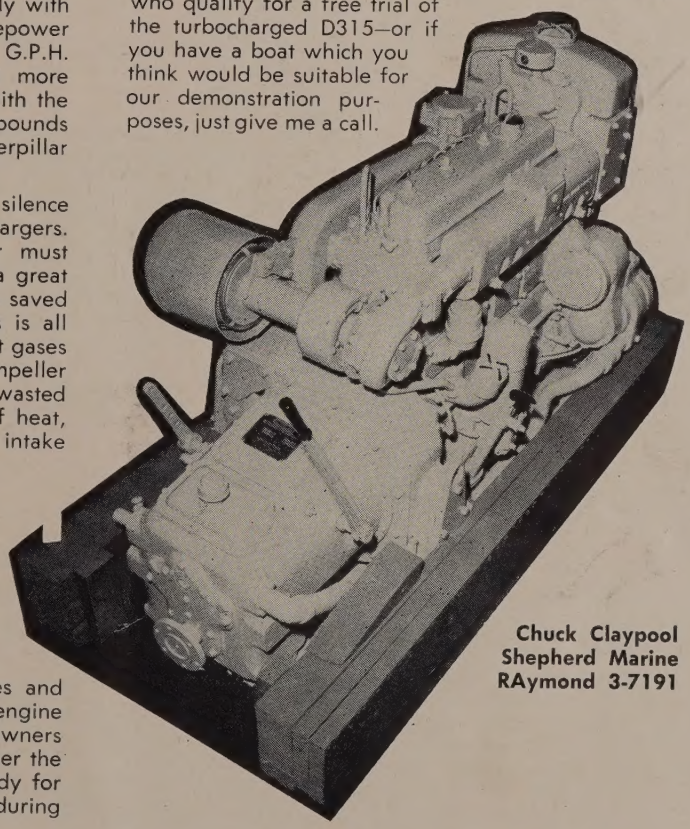
The first experimental Caterpillar Model D315 Turbo Marine Engine was installed in the Winifred II, a commercial fishing vessel out of San Pedro, owned by Mr. Frank T. Austin, in June, 1956. Since installation this revolutionary engine has given excellent service while logging in excess of 1900 trouble-free engine hours.

We are so enthusiastic about the possibilities and confident of the immediate acceptance of this engine that the first three are now being offered to boat owners on a three months' free trial basis. We will deliver the engine at dockside in the Los Angeles area, ready for installation. Our engineers will cooperate closely during installation and at the end of three months' trial period, if this engine has failed to function to your satisfaction or ours, it may be returned to us at dockside with no charge to you for the three months' use.

Now this is certainly something of special interest and out of the ordinary. If you are considering an engine for your boat, I would advise you to look into this. It is an excellent opportunity.

Remember—this is the Caterpillar D315 Marine Engine which operates with great success on the heavier, less highly refined fuels found in Mexico. It requires a minimum of service and maintenance as any Cat engine owner will testify. Here is your chance to own that fine, powerful, quiet, compact and trouble-free power plant you have always wanted.

Incidentally, Bill Shepherd is so enthused about the new turbocharged Caterpillar engines that he would like to purchase a good 45 ft. commercial fantail in which to install one of these engines for demonstration use. If you hope to be one of the first three applicants who qualify for a free trial of the turbocharged D315—or if you have a boat which you think would be suitable for our demonstration purposes, just give me a call.



Chuck Claypool
Shepherd Marine
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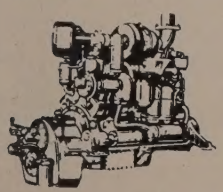

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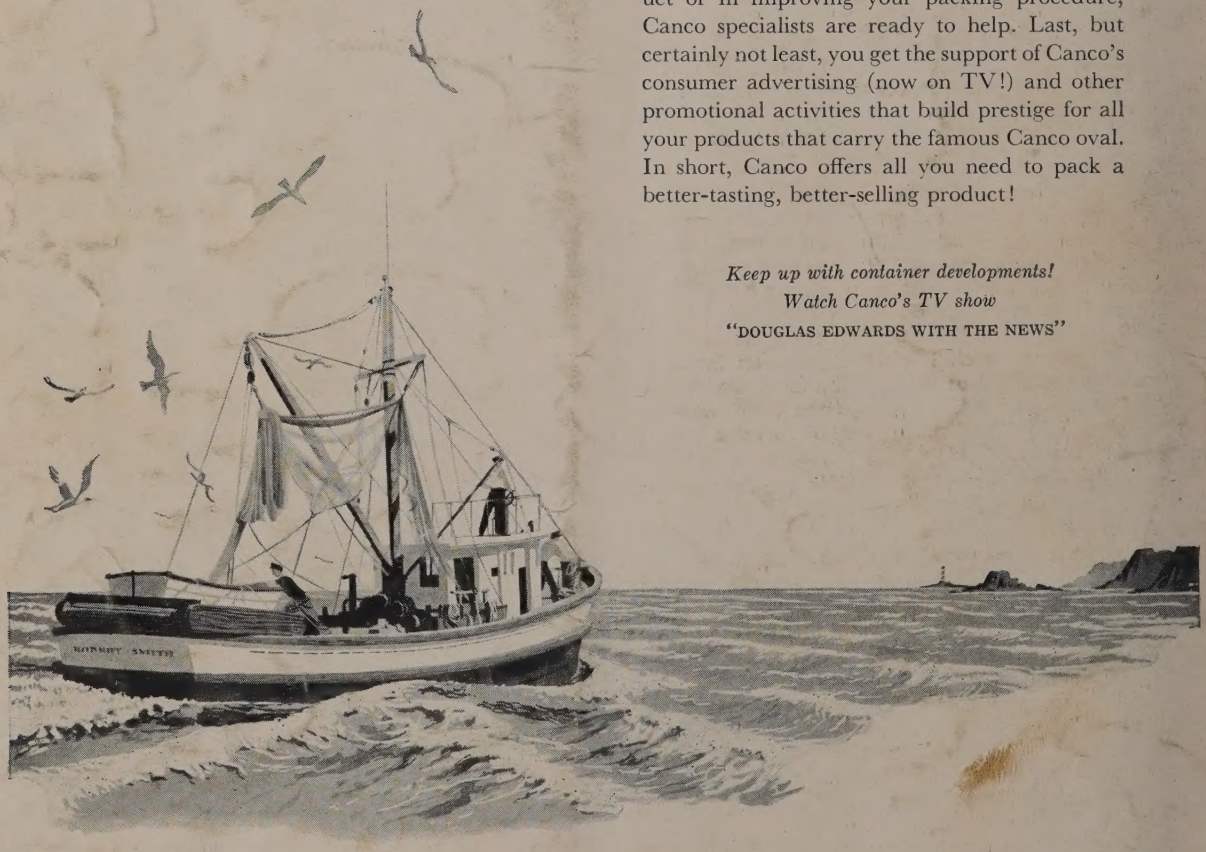

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